



MOTORCYCLE PARTS & SEAT DEFECTS

Government Data on Motorcycle Recalls



monheit law

A PROFESSIONAL CORPORATION

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READ MORE INFORMATION ONLINE AT:
<http://www.monheit.com/motorcycle-accidents/>

DISCLAIMER: This document is dedicated to providing public information regarding Motorcycle Part and Seat Recalls and other legal information. None of the information on this site is intended to be formal legal advice, nor the formation of a lawyer or attorney client relationship. Please contact a fatal motorcycle accident lawsuit or serious motorcycle accident injury law firm, for information regarding your particular case. This document is not intended to solicit clients outside the States of New Jersey and Pennsylvania. This information is not intended to replace the advice of a doctor.

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MOTORCYCLE PARTS AND SEAT RECALLS

80 percent of all motorcycle crashes result in injury or death to the motorcyclist.

The number of motorcyclists 45 and older killed in crashes nearly quadrupled from 2001 to 2005. Oddly, the number of crashes among younger motorcyclists remains steady. [More Information About Motor Cycle Accidents.](#)

Why are there so many motorcycle accidents with baby boomer motorcycle drivers? Perhaps baby boomers have always lived life in the fast lane as radical risk takers and may not be taking the precautions they should. Perhaps, baby boomers are slower to react; more impaired from alcohol and prescription drugs; and not as physically fit as they once were.

RECALLS BY MANUFACTURERS

SEAT RECALLS

[BMW](#)

[Moto Guzzi](#)

[Yamaha](#)

PART RECALLS

[Abaddon Products](#)

[Daytona](#)

[Kerr](#)

[Acc](#)

[Doing Industry](#)

[Land Tool](#)

[Accessory Distributors](#)

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[Monarch](#)

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[American Safety Equipment](#)

[Fruhling Products](#)

[Premier Pacific](#)

[Big Dog](#)

[Fulmer](#)

[Rodia](#)

[Biker's Choice](#)

[Harley Davidson](#)

[Vega](#)

[Buell](#)

[Hci](#)

[Vemar](#)

[Chico](#)

[Hjc Corp](#)

[Vetter](#)

[Choice Lite](#)

[Honda](#)

[Victory](#)

[Cosmopolitan](#)

[Jefferson Helmets](#)

[Wheelsport](#)

[Kbc](#)

[Zamp S-1 Sporty](#)





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ALCOHOL IMPAIRS A MOTORCYCLIST'S ABILITY

Alcohol greatly impairs a motorcyclist's ability to search for and evaluate hazards that might lead to trouble. Even one beer can impair your vision, your decision-making ability, and definitely slow down to dull your coordination-reaction time. Motorcyclists should never feel mentally relaxed. A mind without alcohol will be astute and acutely aware of what's going on and how to circumvent any emergencies. Drinking may give motorcyclists a false sense of bravado but without the judgment to back it up.

No one advocates drinking and driving but even though there are more passenger vehicles on the road, motorcyclists have the highest percentage of driving while intoxicated.

DO YOU HAVE A LAWSUIT?

If a recalled part or seat is responsible for injuring you or someone you love, please contact Monheit Law to discuss your motorcycle lawsuit. You can start by answering a simple few questions. There is never an obligation to continue and all conversation and information is strictly confidential.

Call (toll-free):

866-761-1385

or use the [online consultation form](#).

DRAMATIC JUMP IN DEATHS AMONG MOTORCYCLISTS

In recent years, there has been a dramatic jump in the number of deaths among motorcyclists who are 40 years and older.

Motorcycles are less crashworthy than closed vehicles. Operating a motorcycle requires a different combination of physical and mental skills than those used in driving four-wheel vehicles. Motorcyclists who ride for recreation vs. day-to-day may be unaware of the different skill set required. Motorcyclists are more vulnerable to weather hazards and road conditions than drivers in closed vehicles.

Have you or a loved one has been seriously injured from a motorcycle accident? Has a loved one died from a fatal motorcycle accident? If you answered yes to any of these questions, you may have a motorcycle accident case or wrongful death lawsuit. Please contact [Monheit Law with law firm with offices in Pennsylvania](#) to find out what your legal options are. There is no cost to talk to a lawyer.



BMW

R1200c

BAYERISCHE MOTOREN WERKE

Vehicle description: motorcycles. The seat backrest can be adjusted to two positions, horizontal or vertical. In the horizontal position, the backrest acts as a seat cushion for a rear passenger. In the vertical position, it is used as a backrest for the driver. It is possible for the leaf spring mounting bracket, if overloaded with the backrest in the vertical position, to crack or break.

Danger: If the bracket were to break, the backrest would detach from its mount, causing the driver to lose his balance, increasing the risk of a crash.

Moto Guzzi

Sport 1100

MOTO AMERICA INC.

Vehicle description: motorcycles. The latch securing the passenger seat on these motorcycles can fail allowing the seat and passenger to fall off the rear of the motorcycle.

Danger: The passenger could sustain serious injuries or death.

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Yamaha

Xv250

YAMAHA MOTOR CORPORATION, USA

Problem: Problem: On certain motorcycles, the mounting hardware holding the passenger seat to the fender could loosen due to the passenger's weight shifting on the seat.

Danger: If the mounting hardware becomes loose enough to fall off, the passenger seat can fall off the rear fender. A passenger on the motorcycle could lose balance and fall, causing serious injury or death.

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Motorcycle Parts Recalls

Defects in motorcycle parts puts the driver in danger. Below we have compiled a list of motorcycle part recalls ranging from problems with the helmets all the way down to the kickstands. If you or a loved one have been involved in a motorcycle accident that may have been caused or made worse by one or more of this Part Recalls, contact [Monheit Law](#) to discuss your motorcycle lawsuit.

Abaddon Products

Helmet

ABADDON PRODUCTS COMPANY

Problem: The involved helmets fail to meet requirements of federal motor vehicle safety standard no. 218, motorcycle helmets, due to the helmets exceeding maximum allowable force of 400g when hit a second time in the same identical area.

Danger:

ACC

Ext-001

ADVANCED CARBON COMPOSITES INC.

Problem: Certain 2005 acc ext-001 extended half shell model motorcycle helmets fail to conform to the penetration, attenuation, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected and could possibly suffer serious injuries or even death.

Ext-002

ADVANCED CARBON COMPOSITES INC.

Problem: Certain acc ext-002 motorcycle helmets, sizes s/m, m/l, or l/xl manufactured between october 2006 and september 31, 2007, fail to conform to the penetration and attenuation re-

quirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected, possibly resulting serious injuries or death.

Ext-002

ADVANCED CARBON COMPOSITES INC.

Problem: Certain acc ext-002 motorcycle helmets sizes large and xl fail to conform to the penetration and attenuation requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected, possibly resulting serious injuries.



Accessory

Helmet

ACCESSORY

Problem: The involved helmets may not comply with the requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger:

AFX

Fx-3

AFX NORTH AMERICA, INC.

Problem: Model fx-3 motorcycle helmets manufactured prior to april 2002. The chin strap was sewn with one bar tack as apposed to two bar tacks. This does not comply with the requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the helmet may not adequately protect the wearer from serious injury or possible death.

Fx-3

AFX NORTH AMERICA, INC.

Problem: Model fx-3 motorcycle helmets manufactured prior to april 2002. The molding process unique to this model requires injection of the liner into the shell which left weak spots in the front of the helmet. This does not comply with the requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

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American Safety

Helmet

AMER. SAFETY EQUIP. CORP.

Problem: The involved helmets may not comply with federal motor vehicle safety standard no. 218, motorcycle helmets, due to failure to pass the penetration test.

Danger:

Helmet

AMER. SAFETY EQUIP. CORP.

Problem: The involved helmets failed to meet the requirements of federal motor vehicle safety standard no. 218, motorcycle helmets, due to impact attenuation failure at temperatures near or at 14 degrees fahrenheit.

Danger:



Big Dog

Boxer

BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring attaching stud may break off allowing the kickstand to deploy into the extended position.

Danger: If the kickstand deploys, it could cause a crash without prior warning.

Boxer

BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring may stretch and detach from the mounting bracket or the kickstand.

Danger: This will allow the kickstand to deploy into the extended position and cause a crash.

Bulldog

BIG DOG MOTORCYCLES, LLC

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BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring may stretch and detach from the mounting bracket or the kickstand.

Danger: This will allow the kickstand to deploy into the extended position and cause a crash.

Ridgeback

BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring attaching stud may break off allowing the kickstand to deploy into the extended position.

Danger: If the kickstand deploys, it could cause a crash without prior warning.

Ridgeback

BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring may stretch and detach from the mounting bracket or the kickstand.

Danger: This will allow the kickstand to deploy into the extended position and cause a crash.

Ridgeback

BIG DOG MOTORCYCLES, LLC

Problem: On certain motorcycles, the kickstand spring may stretch and detach from the mounting bracket or the kickstand.

Danger: This will allow the kickstand to deploy into the extended position and cause a crash.



Biker's Choice

Helmet

TONG HO HSING INDUSTRIAL CO.

Problem: Equipment description: Certain u-67 motorcycle helmets shipped to distributors prior to February 2001, contain a defective chin strap. The male part of the strap does not lock properly and could possibly come undone with out the wearers knowledge.

Danger: In the event of a crash, the helmet could come off, possibly resulting in serious injury or death.

Skid lid

TONG HO HSING INDUSTRIAL CO.

Problem: Equipment description: Certain u-67 motorcycle helmets shipped to distributors prior to February 2001, contain a defective chin strap. The male part of the strap does not lock properly and could possibly come undone with out the wearers knowledge.

Danger: In the event of a crash, the helmet could come off, possibly resulting in serious injury or death.

Buell

Xb12r

BUELL MOTORCYCLE CO.

Problem: On certain motorcycles, the sidestand may not retract as designed if contact is made with the ground when the vehicle is in motion.

Danger: This could, in turn, disrupt the stability of the motorcycle leading to a crash, causing death or injury to the rider.

Xb12s

BUELL MOTORCYCLE CO.

Problem: On certain motorcycles, the sidestand may not retract as designed if contact is made with the ground when the vehicle is in motion.

Danger: This could, in turn, disrupt the stability of the motorcycle leading to a crash, causing death or injury to the rider.

Xb12x

BUELL MOTORCYCLE CO.

Problem: Certain motorcycles may have been built with two issues that could compromise the sidestand's performance. Either the pivot bolt for the sidestand leg or the mounting bracket bolts could break, possibly without notice.

Danger: If either of these failures occurs, the motorcycle could fall, possibly causing death or injury.

Xb9sx

BUELL MOTORCYCLE CO.

Problem: On certain motorcycles, the sidestand may not retract as designed if contact is made with the ground when the vehicle is in motion.

Danger: This could, in turn, disrupt the stability of the motorcycle leading to a crash, causing death or injury to the rider.



Chico

Lbl

CHICO OF FT. LAUDERDALE

Problem: The helmets fail to meet the penetration, impact attenuation, and retention requirements of fmvss no. 218, motorcycle helmets.

Danger: Persons wearing these helmets involved in accidents face an increased risk of head injuries.

Choice Lite

Lbl winner

CHICO OF FT. LAUDERDALE

Problem: The helmets fail to meet the penetration, impact attenuation, and retention requirements of fmvss no. 218, motorcycle helmets.

Danger: Persons wearing these helmets involved in accidents face an increased risk of head injuries.

Cosmopolitan

Helmet

COSMOPOLITAN MOTORS, INC.

Problem: The helmet fails to meet the requirements of fmvss 218 s5.1 Impact attenuation, s5.2 Penetration, and s5.6 Labeling. Consequence of defect: The helmet fails to meet the fmvss may result in injury to the wearer in the event of a severe impact.

Danger:

Helmet

COSMOPOLITAN MOTORS, INC.

Problem: The involved helmets fail to conform to federal motor vehicle safety standard no. 218, motorcycle helmets. They failed the penetration test.

Danger:



Daytona

Skull Cap

DAYTONA HELMETS, LLC

Problem: Certain daytona skull cap helmets, sizes xs-xxl, manufactured during the month of February 2006. These helmets fail to conform to the wet retention test as required by federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the chin strap may come undone if exposed to wet conditions.

Doing Industry

Dy0401

CHINEX APPAREL, INC.

Problem: Certain s, m, l, xl, and xxl doing industry co., motorcycle helmets, model dy0401, manufactured between march 1, 2005, and July 1, 2006. The helmets were imported by chinex apparel, inc., And sold in the us by hot leather/good sports as model numbers nh30, nh31, nh32, nh53, nh54, nh55, and nh56. These helmets fail to comply with the penetration, impact attenuation, retention, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer of this model helmet may be seriously injured or killed.



E+R Fiberglass

Helmet

E&R FIBERGLASS, INC.

Problem: The helmet did not pass four of the five testing categories of fmvs 218, motorcycle helmets.

Danger: The helmet does not comply with the requirements of fmvs 218, and would fail to adequately protect wearer in the event of an accident or collision.

Florida

Helmet

FLORIDA SAFETY PRODUCTS

Problem: The quick release chin strap failed to meet the retention requirements of fmvs 218, motorcycle helmets. Consequence of defect: The inability for the helmet to remain on the motorcyclist during an accident increases the possibility of serious head injuries.

Danger:

Fruhling Products

Helmet

FRUHLING

Problem: The coil spring inside the fastener of the helmet, which is not visible to the eye, could be defective. This condition could allow the fastener to release under impact.

Danger:



Fulmer

Af-270ii

FULMER HELMETS, INC.

Problem: The quick release chin strap system can open without both buttons being depressed.

Danger: The helmet could release unexpectedly distracting a driver increasing the potential for a vehicle accident.

Af-m/xl

FULMER HELMETS, INC.

Problem: Certain fulmer brand modular helmets, models af-m and sn-m, fail to conform to the penetration requirement of federal motor vehicle safety standard no 218, motorcycle helmets.

Danger: In the event of a crash, the helmet may not provide adequate protect to the wearer, possibly resulting in injuries.

Sn-m/xl

FULMER HELMETS, INC.

Problem: Certain fulmer brand modular helmets, models af-m and sn-m, fail to conform to the penetration requirement of federal motor vehicle safety standard no 218, motorcycle helmets.

Danger: In the event of a crash, the helmet may not provide adequate protect to the wearer, possibly resulting in injuries.

Harley Davidson

Americana

HARLEY-DAVIDSON MOTOR COMPANY

Problem: Equipment description: motorcycle half helmets, part nos. 98070-97V, 98037-97v, 98038-97v, 98039-97v, 98072-97v, 98081-97v, and 98082-97v. These helmets have misassembled retention systems.

Danger: This condition can allow the helmet to move out of position on the user's head.

Flame

HARLEY-DAVIDSON MOTOR COMPANY

Problem: Equipment description: motorcycle half helmets, part nos. 98070-97V, 98037-97v, 98038-97v, 98039-97v, 98072-97v,

98081-97v, and 98082-97v. These helmets have misassembled retention systems.

Danger: This condition can allow the helmet to move out of position on the user's head.

Stinger Graphics

HARLEY-DAVIDSON MOTOR COMPANY

Problem: Equipment description: motorcycle half helmets, part nos. 98070-97V, 98037-97v, 98038-97v, 98039-97v, 98072-97v, 98081-97v, and 98082-97v. These helmets have misassembled retention systems.

Danger: This condition can allow the helmet to move out of position on the user's head.



Harley Davidson

Classic cruiser 98060-00v

KBC AMERICA

Problem: Harley-Davidson classic cruiser half helmet h-d part no. 08060-00V and h-d part no. 98061-00V and midnight flame half helmet h-d part no. 97226-02Vx and h-d part no. 97727-02Vx. Certain classic cruiser, midnight flame, and variants of this helmet style, the phantom flame and the titanium flame, helmets may not comply with some of the impact attenuation and penetration performance test requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. These helmets were manufactured from July 1, 2001, through May 31, 2002.

Danger: In the event of a crash, the wearer of the helmet may not be adequately protect and could suffer serious injuries or possibly death.

Classic cruiser 98061-00v

KBC AMERICA

Problem: Harley-Davidson classic cruiser half helmet h-d part no. 08060-00V and h-d part no. 98061-00V and midnight flame half helmet h-d part no. 97226-02Vx and h-d part no. 97727-02Vx. Certain classic cruiser, midnight flame, and variants of this helmet style, the phantom flame and the titanium flame, helmets may not comply with some of the impact attenuation and penetration performance test requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. These helmets were manufactured from July 1, 2001, through May 31, 2002.

Danger: In the event of a crash, the wearer of the helmet may not be adequately protect and could suffer serious injuries or possibly death.

Midnight flame 97227-02vx

KBC AMERICA

Problem: Harley-Davidson classic cruiser half helmet h-d part no. 08060-00V and h-d part no. 98061-00V and midnight flame half helmet h-d part no. 97226-02Vx and h-d part no. 97727-02Vx. Certain classic cruiser, midnight flame, and variants of this helmet style, the phantom flame and the titanium flame, helmets may not comply with some of the impact attenuation and penetration performance test requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. These helmets were manufactured from July 1, 2001, through May 31, 2002.

Danger: In the event of a crash, the wearer of the helmet may not be adequately protect and could suffer serious injuries or possibly death.

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Danger: In the event of a crash, the wearer of the helmet may not be adequately protect and could suffer serious injuries or possibly death.



Hci

100

HELMET CITY

Problem: All sizes of the motorcycle helmet, models #100 and #100g, manufactured by helmet city (hci) between october 1, 2004, and april 29, 2005. These helmets fail the retention requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. The stitching on the right side ear flap is insufficient.

Danger: In the event of a crash, the ear flap can rip, leaving the wearer unprotected, possibly resulting in head injuries.

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HELMET CITY

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Danger: In the event of a crash, the ear flap can rip, leaving the wearer unprotected, possibly resulting in head injuries.

100G

HELMET CITY

Problem: All sizes of the motorcycle helmet, models #100 and #100g, manufactured by helmet city (hci) between october 1, 2004, and april 29, 2005. These helmets fail the retention requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. The stitching on the right side ear flap is insufficient.

Danger: In the event of a crash, the ear flap can rip, leaving the wearer unprotected, possibly resulting in head injuries.

100G

HELMET CITY

Problem: All sizes of the motorcycle helmet, models #100 and #100g, manufactured by helmet city (hci) between october 1, 2004, and april 29, 2005. These helmets fail the retention requirements of federal motor vehicle safety standard no. 218, motorcycle helmets. The stitching on the right side ear flap is insufficient.

Danger: In the event of a crash, the ear flap can rip, leaving the wearer unprotected, possibly resulting in head injuries.



Hjc corp

Z1r metro

HJC AMERICA, INC.

Problem: Certain medium size z1r metro motorcycle helmets manufactured January 15, 2004, through september 30, 2004. These helmets fail to conform to the penetration requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected, possibly resulting in serious injury or death.

Honda

Fsc600

HONDA (AMERICAN HONDA MOTOR CO.)

Problem: On certain motorcycles, the main stand is attached to the frame with two brackets, nuts and bolts. The nuts are spot-welded to the brackets. If clearance exists between the nut and bracket, the spot welds may be broken when the bolt is torqued.

Danger: Over time, a bolt can loosen and fall out. The main stand could partially or completely detach from the frame, interfering with or damaging the rear wheel, and increasing the risk of a vehicle crash without warning. A completely detached stand falling on the roadway also creates a hazard for other vehicles.

Fsc600

HONDA (AMERICAN HONDA MOTOR CO.)

Problem: On certain motorcycles, the main stand is attached to the frame with two brackets, nuts and bolts. The nuts are spot-welded to the brackets. If clearance exists between the nut and bracket, the spot welds may be broken when the bolt is torqued.

Danger: Over time, a bolt can loosen and fall out. The main stand could partially or completely detach from the frame, interfering with or damaging the rear wheel, and increasing the risk of a vehicle crash without warning. A completely detached stand falling on the roadway also creates a hazard for other vehicles.



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Danger: Over time, a bolt can loosen and fall out. The main stand could partially or completely detach from the frame, interfering with or damaging the rear wheel, and increasing the risk of a vehicle crash without warning. A completely detached stand falling on the roadway also creates a hazard for other vehicles.

Helmet

AMERICAN HONDA MOTOR CO.

Problem: Installation of the screw mounted internal stereo headset creates a rigid projection inside the helmet shell. Consequence of defect: Helmet headsets fail to conform to the requirements of fmvss 218 motorcycle helmets. The rigid projection within the helmet shell could result in head injury to the wearer.

Danger:

Vtx1800

HONDA (AMERICAN HONDA MOTOR CO.)

Problem: On certain motorcycles, the washer for the side stand spring bolt does not have sufficient harness and could deform, which could cause the bolt to flex and eventually break during side stand operation.

Danger: A retracted side stand could drop while riding, possibly activating the side stand ignition cut-off system. If the ignition is cut, the engine will stall without warning, which could cause a crash.



Jefferson Helmets

Helmet

JEFFERSON

Problem: The involved helmets may be in non-compliance to federal motor vehicle safety standard no. 218, motorcycle helmets. The non-compliance exists because of impact attenuation failure in which the headform accelerations exceeded maximum allowable 400g.

Danger:

Kbc

Tk-9

KBC AMERICA

Problem: Kbc tk-9 motorcycle helmets made with the ece liner, manufactured on December 8, 9, 10, 23, 26 and 27, 2002, and shipped to the united states on December 14 & 28, 2002, and January 13, 2003. These helmets do with the penetration test requirement of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected and could suffer serious injuries or possible death.



Kerr

Polo

KERR LEATHERS, INC.

Problem: Certain kerr polo motorcycle helmets, model h205, manufactured between July 1 and December 5, 2005. These helmets fail to comply with the impact requirement of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: The wearer of a noncompliant helmet may be seriously injured or killed from head impacts in the event of a crash.

Land Tool

Helmet

LAND TOOL COMPANY

Problem: The involved helmets may not comply to federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger:

Monarch

Helmet

MONARCH SPORT SYSTEM

Problem: Helmets did not comply with the penetration and impact requirements of fmvss 218.

Danger: Helmet user may suffer serious head injuries from helmet being insufficient to withstand impacts.

Helmet

MONARCH SPORT SYSTEM

Problem: Helmets did not comply with the penetration and impact requirements of fmvss 218.

Danger: Helmet user may suffer serious head injuries from helmet being insufficient to withstand impacts.



Nexl

Motorcycle Helmet

NEXL SPORTS PRODUCTS

Problem: Nxt beanie motorcycle helmets, part nos., Nb021, nb031, and nb041; sizes xs/s, m/m+, l/xl/2xl; models 201 manufactured from october 1, 2000, thur march 31, 2001, and 202 manufactured from april 1, 2001, thru june 13, 2003. These helmets fail to comply with federal motor vehicle safety standard no. 218, 2 motorcycle helmets, in the areas of impact attenuation, penetration, retention, and labeling.

Danger: These helmets will not adequately protect the wearer in the event of a crash. Serious head injury or death could occur.

Premier Pacific

Helmet

PREMIER

Problem: The involved helmets may not meet the requirements of federal motor vehicle safety standard no. 218, motorcycle helmets, due to inadequate impact penetration resistance.

Danger:



Rodia

Rf2

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets model no. Rf2. These helmets do not comply with the head protection requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected, possibly resulting in serious injury or death.

Rhd 200

SUNRIGHT INTERNATIONAL OF AMERICA, INC.

Problem: Certain rodia rhd 200 and rhd 300 motorcycle helmets, sizes xs, s, m, l, xl, manufactured between august 2003 and august 2004. These helmets fail to conform to federal motor vehicle safety standard no. 218, motorcycle helmets. The chin strap was improperly sewn.

Danger: In the event of a crash, the helmet strap can loosen causing the helmet to come off the head, possibly resulting in injuries.

Rhd 200

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets manufactured between august 12, 2003, and august 10, 2004, model nos. Rhd 200, rhd 200v, rhd 300, and rhd 500. The chin straps do not have adequate stitching. These helmets do not comply with federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the strap can rip leaving the wearer unprotected, possibly resulting in serious injuries or death.

Rhd 200v

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets model no. Rf2. These helmets do not comply with the head protection requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the wearer may not be adequately protected, possibly resulting in serious injury or death.

Rhd 200v

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets manufactured between august 12, 2003, and august 10, 2004, model nos. Rhd 200, rhd 200v, rhd 300, and rhd 500. The chin straps do not have adequate stitching. These helmets do not comply with federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the strap can rip leaving the wearer unprotected, possibly resulting in serious injuries or death.

Rhd 300

SUNRIGHT INTERNATIONAL OF AMERICA, INC.

Problem: Certain rodia rhd 200 and rhd 300 motorcycle helmets, sizes xs, s, m, l, xl, manufactured between august 2003 and august 2004. These helmets fail to conform to federal motor vehicle safety standard no. 218, motorcycle helmets. The chin strap was improperly sewn.

Danger: In the event of a crash, the helmet strap can loosen causing the helmet to come off the head, possibly resulting in injuries.



Rodia

Rhd 300

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets manufactured between august 12, 2003, and august 10, 2004, model nos. Rhd 200, rhd 200v, rhd 300, and rhd 500. The chin straps do not have adequate stitching. These helmets do not comply with federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the strap can rip leaving the wearer unprotected, possibly resulting in serious injuries or death.

Rhd 500

RODIA HELMET MANUFACTURE

Problem: Certain rodia motorcycle helmets manufactured between august 12, 2003, and august 10, 2004, model nos. Rhd 200, rhd 200v, rhd 300, and rhd 500. The chin straps do not have adequate stitching. These helmets do not comply with federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a crash, the strap can rip leaving the wearer unprotected, possibly resulting in serious injuries or death.

Vega

Nitro nt100

SOARING HELMET CORPORATION

Problem: Certain soaring helmet corporation motorcycle helmets with the brand name of nitro nt 100, sizes large, xl, and xxl, fail to conform to the penetration requirement of federal motor vehicle safety standard no 218, motorcycle helmets.

Danger: In the event of a crash, the helmet may not provide adequate protection to the wearer, possibly resulting in injuries.



Vemar

Vrx3

VEMAR HELMETS, SRL.

Problem: Certain vemar motorcycle helmets, models vrx3, vss, and vsx, sizes xs, s, m, l, xl. These helmets fail the penetration requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet could be penetrated, possibly resulting injury to the wearer.

Vss

VEMAR HELMETS, SRL.

Problem: Certain vemar motorcycle helmets, models vrx3, vss, and vsx, sizes xs, s, m, l, xl. These helmets fail the penetration requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet could be penetrated, possibly resulting injury to the wearer.

Vsx

VEMAR HELMETS, SRL.

Problem: Certain vemar motorcycle helmets, models vrx3, vss, and vsx, sizes xs, s, m, l, xl. These helmets fail the penetration requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet could be penetrated, possibly resulting injury to the wearer.

Vetter

Helmet

VETTER FAIRING CO.

Problem: Failure to meet fmvss 218 s5.1 Impact attenuation, and s5.3 Retention system. Consequence of defect: Failure to meet the impact requirements and failure of retaining the helmet on the rider in an accident reduces the protective aspects of the helmet and could result in personal injury.

Danger:



Victory

V92c

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.

V92c

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.

V92c

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.

V92dc

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.

V92sc

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.

V92sc

POLARIS INDUSTRIES, INC.

Problem: On certain motorcycles, the sidestand spring and/or the pin used to attach the spring to the frame may be damaged.

Danger: This could allow unintended deployment of the sidestand, increasing the risk of a crash.



Wheelsport

Helmet

WHEELSPORT

Problem: The involved helmets may fail to comply with federal motor vehicle safety standard no. 218, motorcycle helmets. This is due to an improper liner used in the helmets.

Danger:

Zamp S-1 Sporty

H011003I

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011003m

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011003s

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011003xl

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.



Zamp S-1 Sporty

H011003xs

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011003xxl

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011015l

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011015m

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011015s

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011015xl

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.



Zamp S-1 Sporty

H011015xs

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H011015xxl

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H01103fl

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H01103fm

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H01103fs

ZAMP SPORTS CORP.

Problem: Certain Zamp S-1 Sporty motorcycle helmets imported between February 1 and July 31, 2003. These helmets fail the penetration, retention elongation, g-forces, and labeling requirements of federal motor vehicle safety standard no. 218, motorcycle helmets.

Danger: In the event of a vehicle crash, the helmet will not adequately protect the user, possibly resulting in serious injury or death.

H01103fxl

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Zamp S-1 Sporty

H01103fxs

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H01103fxxl

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H01115fl

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H01115fm

ZAMP SPORTS CORP.

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H01115fs

ZAMP SPORTS CORP.

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H01115fxl

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Zamp S-1 Sporty

H01115fxs

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H0113fil

ZAMP SPORTS CORP.

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H0113flm

ZAMP SPORTS CORP.

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H0113fls

ZAMP SPORTS CORP.

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H0113flxl

ZAMP SPORTS CORP.

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H0113flxs

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