

June 8, 2011

ISUZU
DET-11-080

Mr. Claude Harris
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Early Warning Division (NVS-217)
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Foreign Recall Information Report
Back-up Lamp Switch Harness
2006 - 2010MY Isuzu ELF/N-Series, Nissan ATLAS, UD Condor and Mazda
TITAN Commercial Vehicles

Dear Mr. Harris:

On behalf of Isuzu Motors Limited ("IML"), pursuant to 49 CFR §579.12, Isuzu Manufacturing Services of America, Inc. (collectively "Isuzu") hereby submits a Foreign Recall Information Report concerning the foreign safety recall campaign of certain 2006 - 2010MY Isuzu ELF/N-Series, Nissan ATLAS, UD Condor and Mazda TITAN commercial vehicles sold in Japan and other foreign countries (hereinafter, the "subject vehicles" or the "affected vehicles").

573.6 (c)(1)
Manufacturer: Isuzu Motors Limited
6-26-1, Minami-oi, Shinagawa-ku,
Tokyo, 140-8722, Japan

573.6 (c)(2):
The subject vehicles sold in Japan are substantially similar (as "substantially similar" is defined in 49 CFR Section 579.4) to certain Isuzu N-Series and Chevrolet/GMC W-Series vehicles sold in the United States. As set forth in more detail below, IML was able to determine that vehicles with the subject defect were not sold in the U.S. Nonetheless, in an abundance of caution and in recognition of the goals of the NHTSA reporting requirements, Isuzu is filing this report to ensure that the Agency is aware of this recall.

573.6 (c)(3)
Please see Attachment 1.

573.6 (c)(5):

Summary:

Due to improper wiring layout of the back-up lamp switch harness, the harness is damaged by vibration making the back-up lamp inoperable.

Detailed description:

The back-up lamp harness is improperly routed over one specific manual transmission (Isuzu's MYY manual transmission) and does not allow for sufficient free play of the harness. During vehicle operation, vibration creates stress, which is repeatedly applied to the harness connecting point at the switch, causing harness damage. As a worst case, the harness can be damaged to the extent it renders the back-up lamp inoperable.

The "substantially similar" vehicles sold in the U.S. are not equipped with an MYY manual transmission and the wiring harness is routed differently, allowing for sufficient free play. As a result, the U.S. vehicles are not similarly susceptible to the problem that led to the recall that is the subject of this report.

If you have any questions or require additional information, please contact me at 734-582-9262 or Scott Crafard of my staff at 734-582-9250.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jeffrey A. Marsee", with a stylized flourish at the end.

Jeffrey A. Marsee
Chief Representative
Emissions and Safety
Isuzu Manufacturing Services of America, Inc.

Enclosures

CC: Y. Tsuchiya ISZJ CB1

Attachment 1
§573.6(c) (3) and 579.12

Country	Model Series	Model Year ¹	Number Involved	Inclusive Manufacturing Dates
Japan, Asia, Oceania, Middle East and Europe	Isuzu ELF/N-Series Nissan ATLAS UD Condor Mazda TITAN	2006 - 2010	Approx. 124,000 units	December 2006 ~ November 2010

Safety Recall or Safety Campaign	Determination made by	Date of Determination	Date the Campaign Commenced	Description of Program	Substantially similar ² vehicles produced during the same period as the affected vehicles
Safety Recall (Japan)	Manufacturer	June 1, 2011	June 3, 2011 (Japan)	For all subject vehicles, the back-up lamp switch harness layout will be changed to create sufficient free play. If the harness is already damaged, it will be replaced with a new one.	Isuzu N-Series Chevrolet/GMC W-Series

¹ Model years can last for multiple calendar years. Manufacture year is reported as MY in this report.

² The vehicles are “substantially similarly” insofar as that term is defined in 49 CFR Section 579.4.