

TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816  
FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-251  
Test Date : 06/25/96

Vehicle : Model TRACKER 4door Body Style VAN Year 1996  
Number 2CNBJ1365T6954035 Make Production

Engine : Configuration G16A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ Unusable Cap. 1.5ℓ Transmission : A/T (4 Speed)

A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT	0.0 ( 0.0 ) km/h ( mph )
TEST MASS (INCLUDED DUMMIES)	FRONT 773.0 kg REAR 699.0 kg TOTAL 1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SNG68
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SNG64
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER	1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT	48.3 ( 30.0 ) km/h ( mph )	
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		

S 211156

# TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-251

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

Test Data :


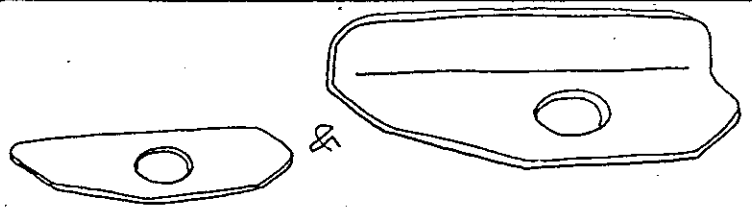
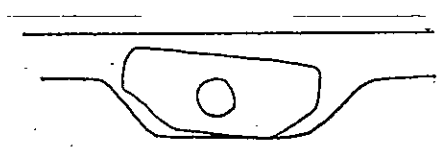
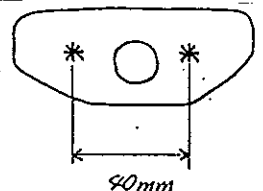
FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS ( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm	

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROOLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.25.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

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TEST NO. 86251

1. TEST CONDITION

VEHICLE		CAMI '96 MY 4door 4WD																	
FUEL TANK		CAMI																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 24 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>356.0</td> <td>309.0</td> <td>665.0</td> </tr> <tr> <td>RIGHT</td> <td>350.0</td> <td>313.0</td> <td>663.0</td> </tr> <tr> <td>TOTAL</td> <td>706.0</td> <td>622.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	356.0	309.0	665.0	RIGHT	350.0	313.0	663.0	TOTAL	706.0	622.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	356.0	309.0	665.0																
RIGHT	350.0	313.0	663.0																
TOTAL	706.0	622.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>390.0</td> <td>339.0</td> <td>729.0</td> </tr> <tr> <td>RIGHT</td> <td>399.0</td> <td>344.0</td> <td>743.0</td> </tr> <tr> <td>TOTAL</td> <td>789.0</td> <td>683.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	390.0	339.0	729.0	RIGHT	399.0	344.0	743.0	TOTAL	789.0	683.0	1472.0
	FRONT	REAR	TOTAL																
LEFT	390.0	339.0	729.0																
RIGHT	399.0	344.0	743.0																
TOTAL	789.0	683.0	1472.0																

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1. TEST CONDITION (CONTINUED)

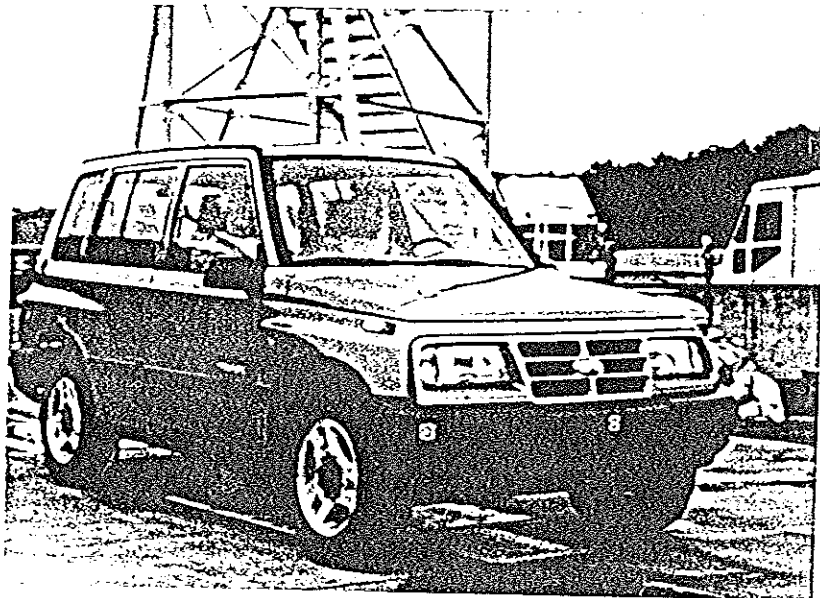
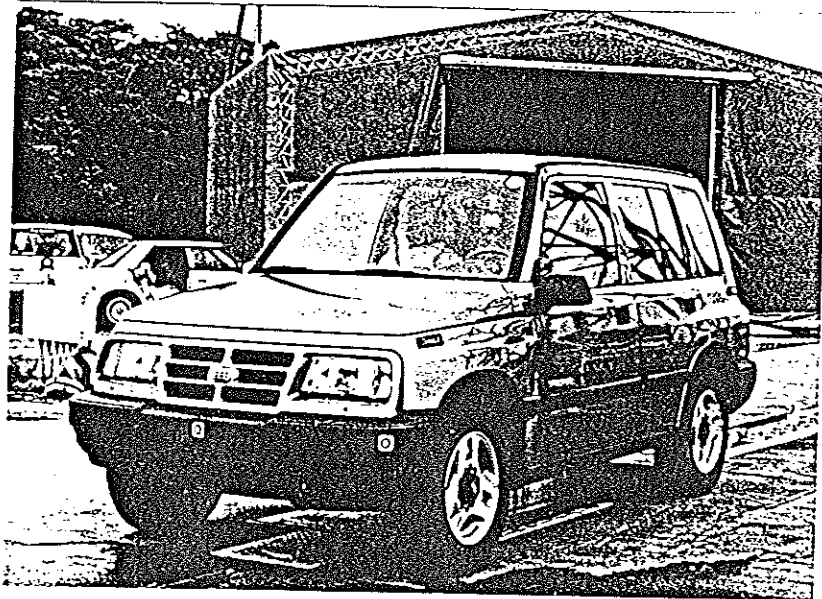
86251

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	758	764
	RIGHT	755	761
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

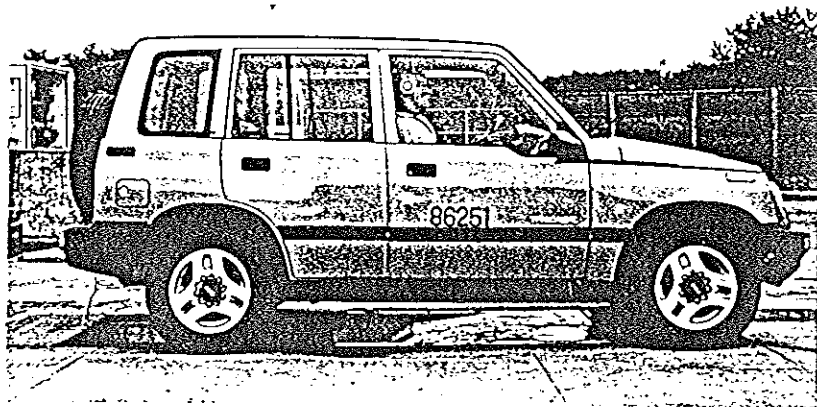
2. POST-TEST CONDITION

TEST SPEED	48.3 km/h	
DEVIATION OF MOVING BARRIER	13mm Left	
VEHICLE DEFORMATION (MM)	LEFT	266
	CENTER	280
	RIGHT	268
PROPELLER SHAFT	Not Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

試験前 (Pre-Test)



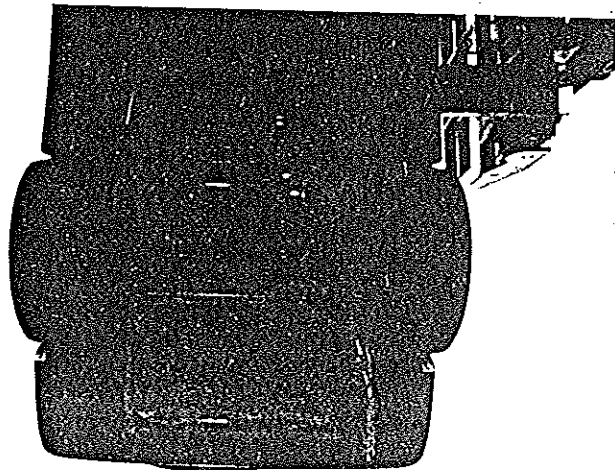
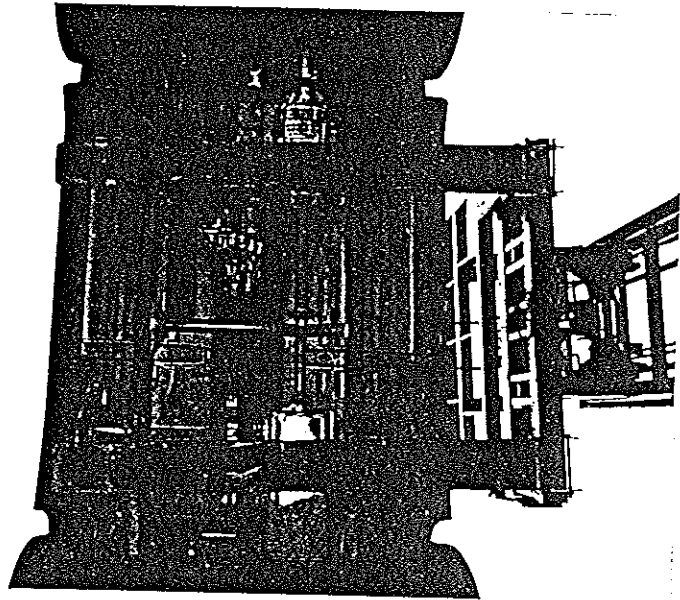
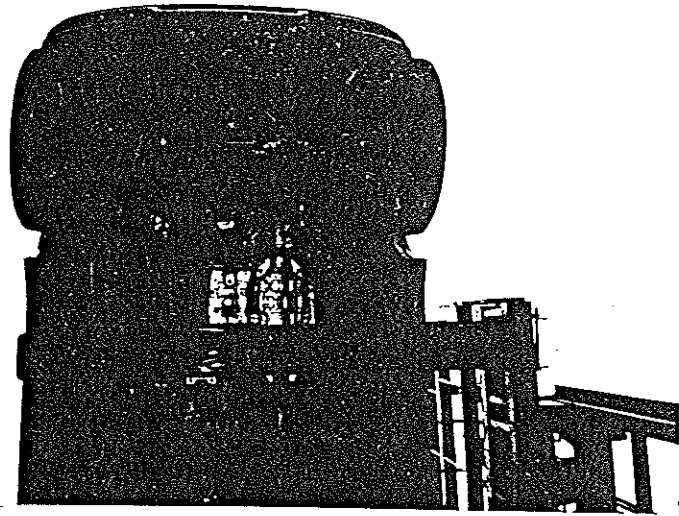
試験前 (Pre-Test)



試験前 (Pre-Test)

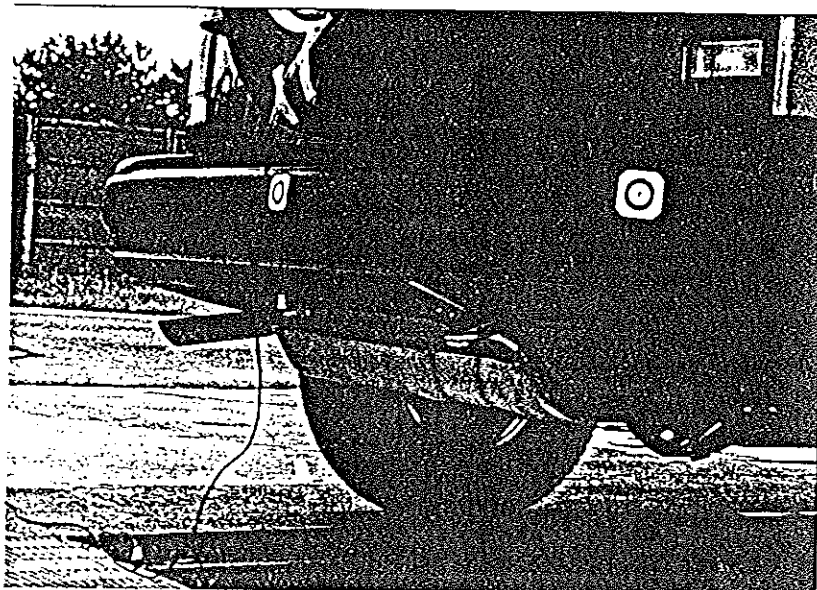
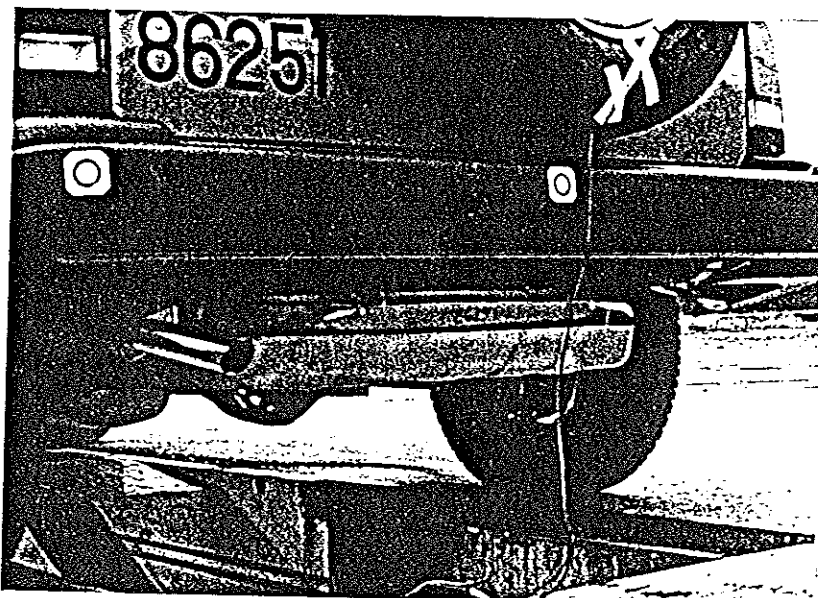
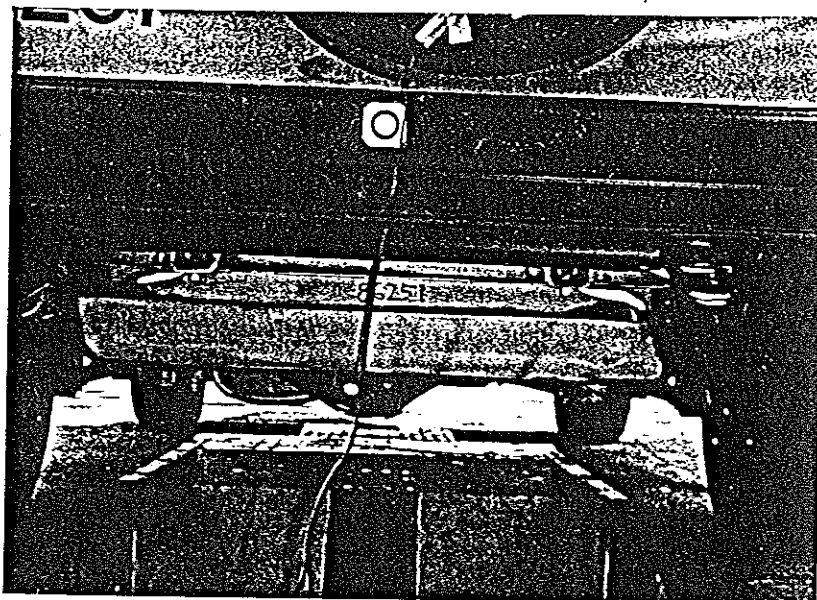


試験前 (Pre-Test)

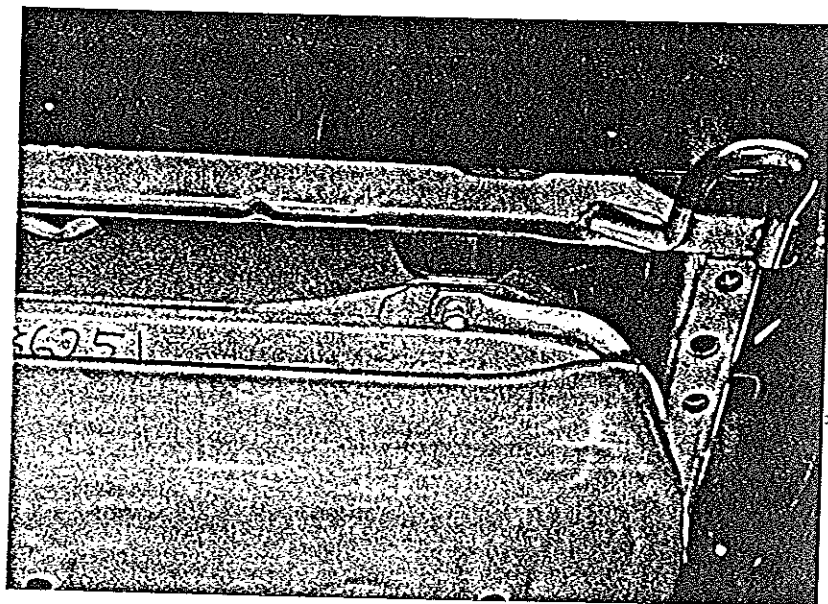
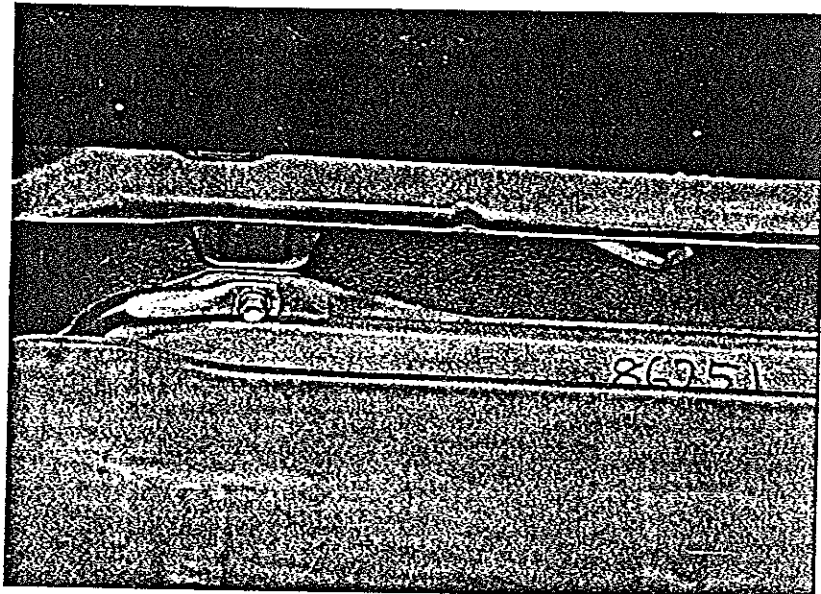
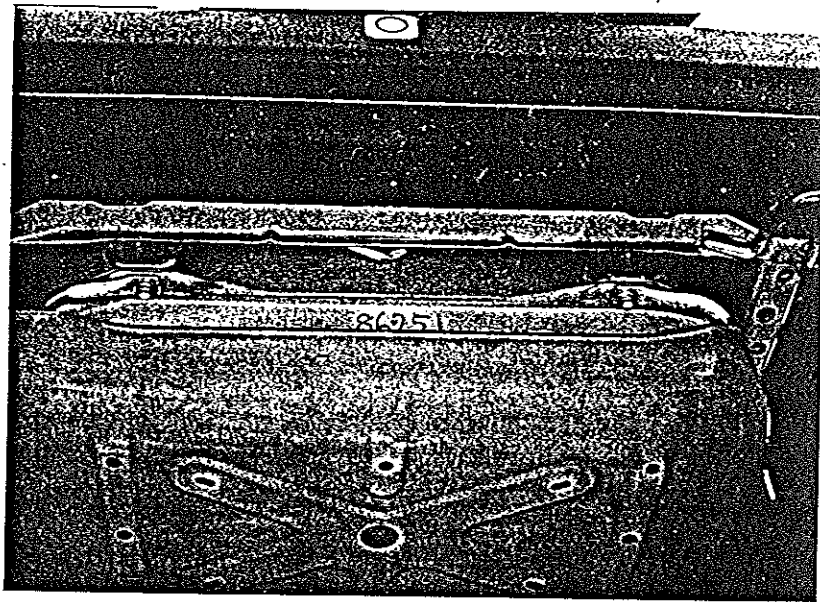




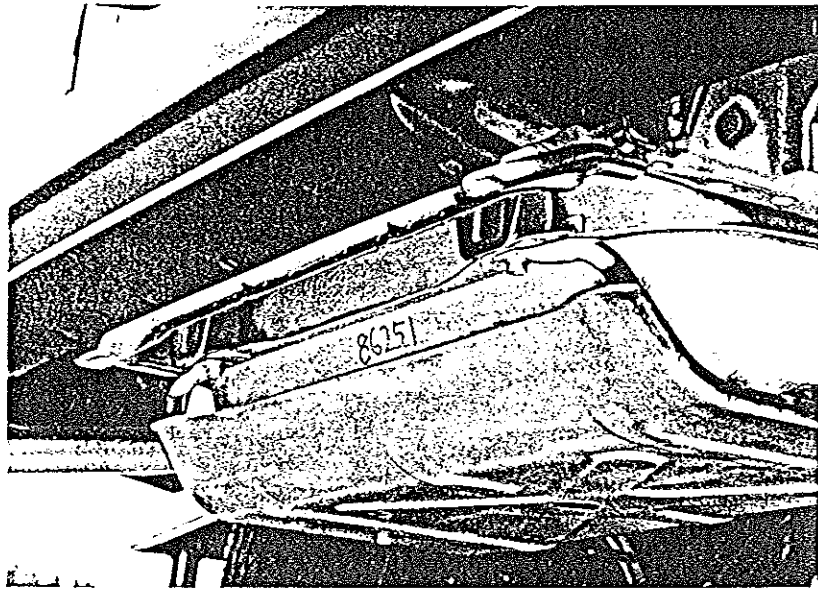
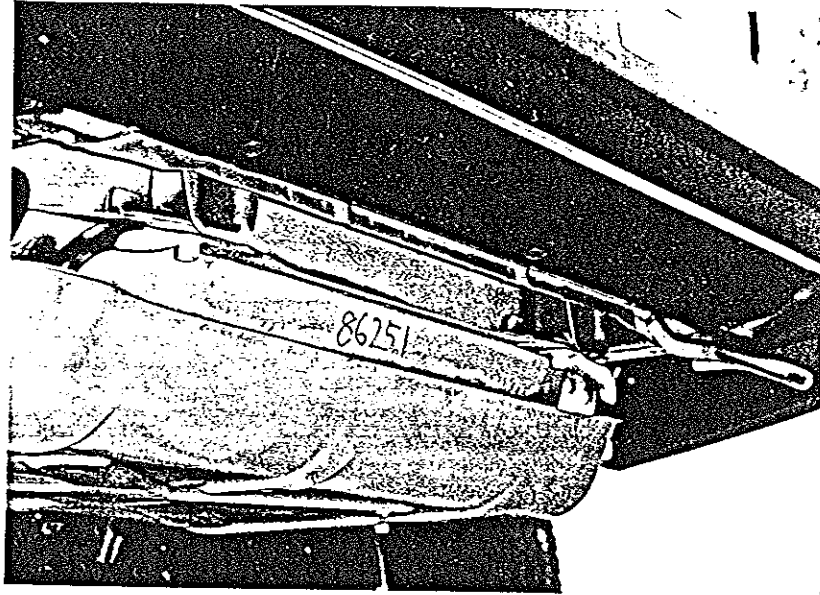
試験前 (Pre-Test)



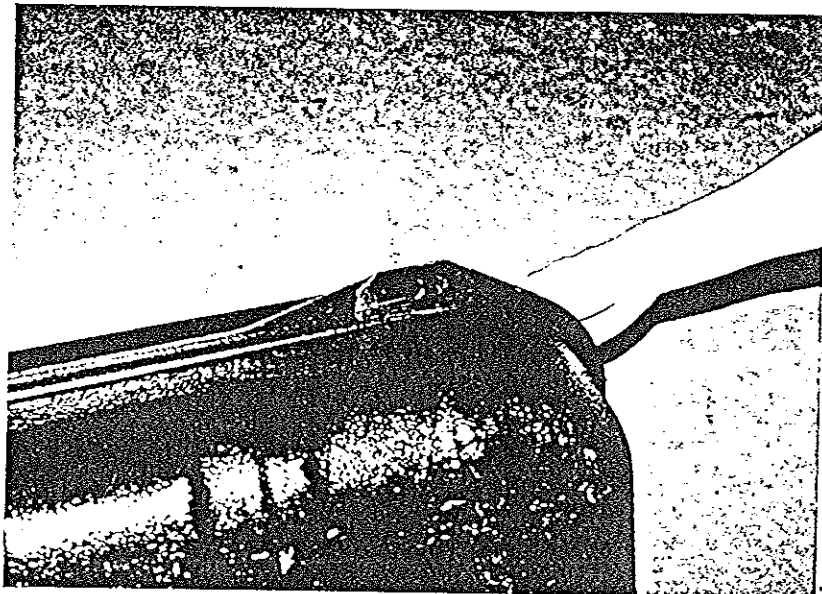
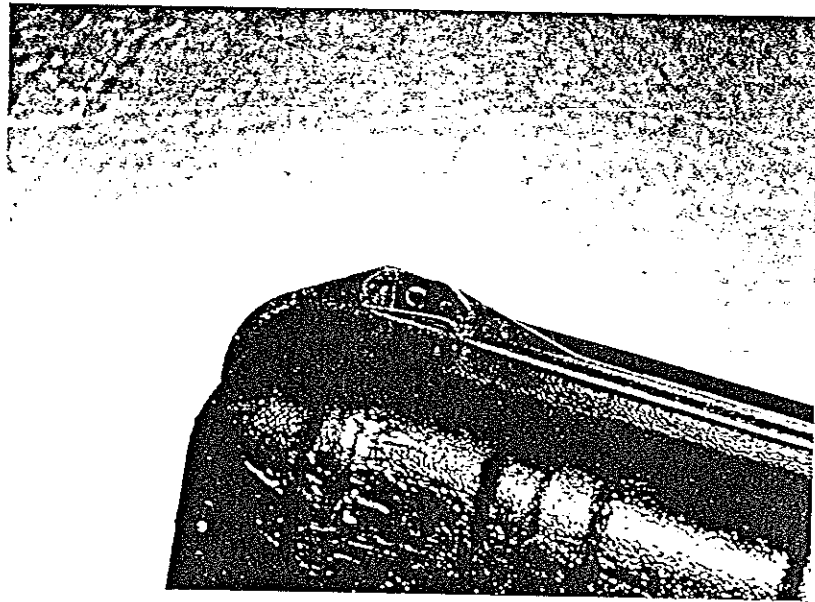
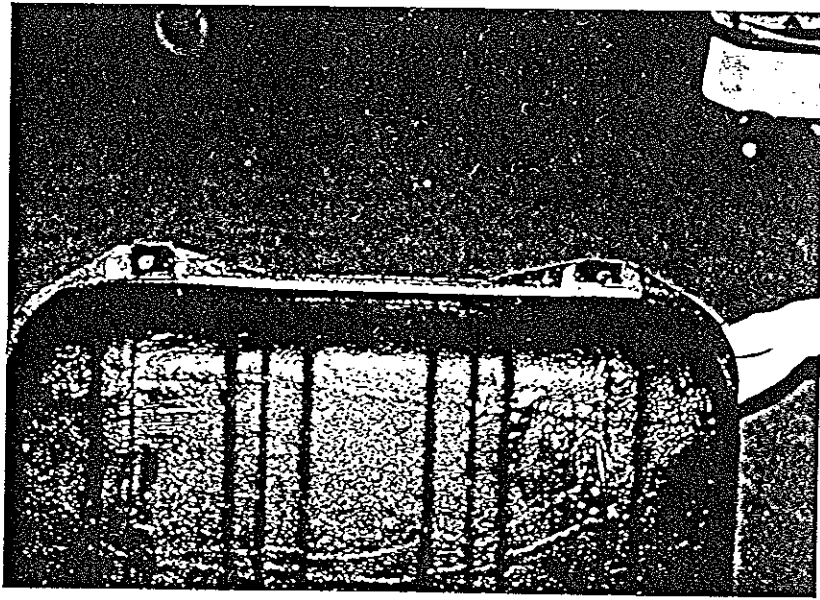
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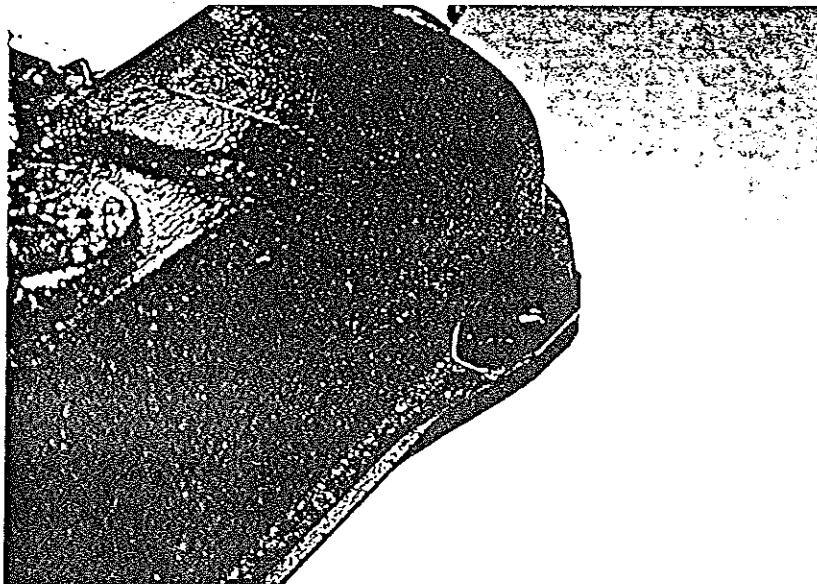
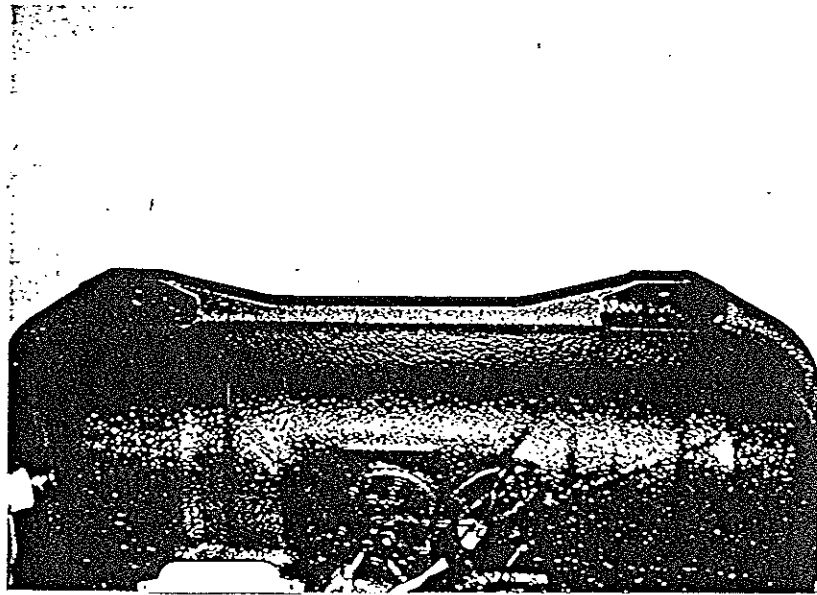
試験前 (Pre-Test)



試験前 (Pre-Test)



試験前 (Pre-Test)



試験後 (Post-Test)

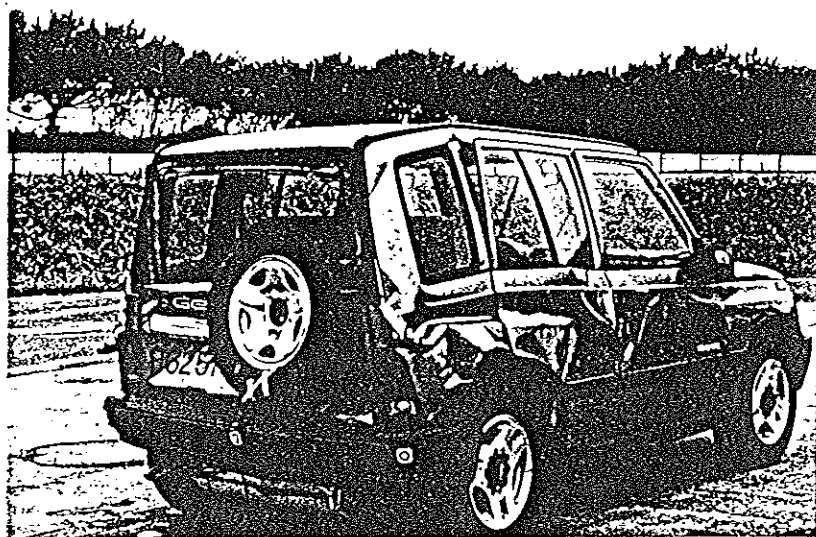
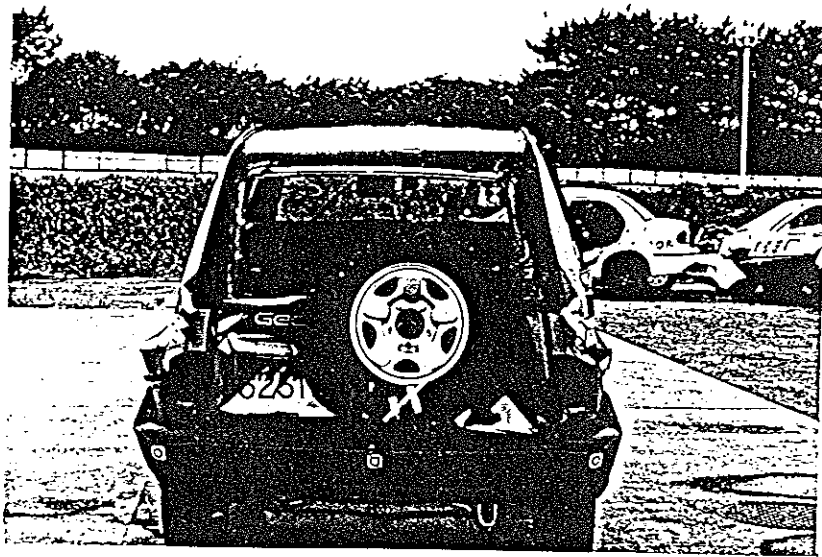


試験後 (Post-Test)



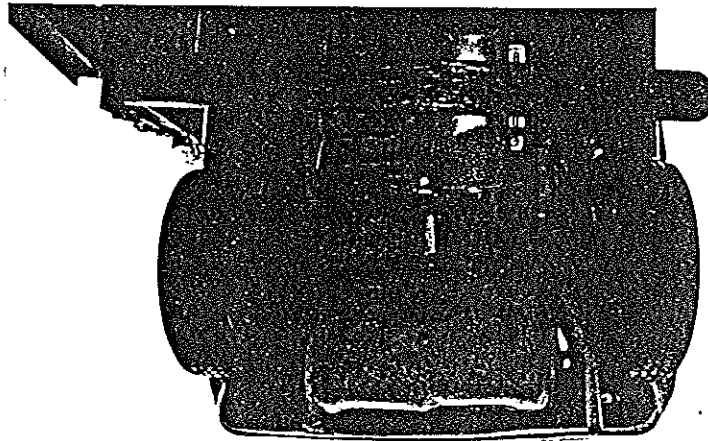
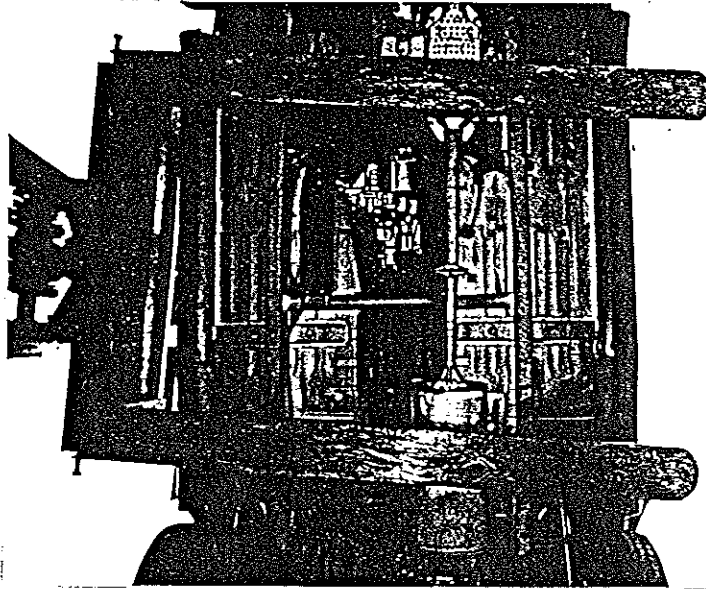
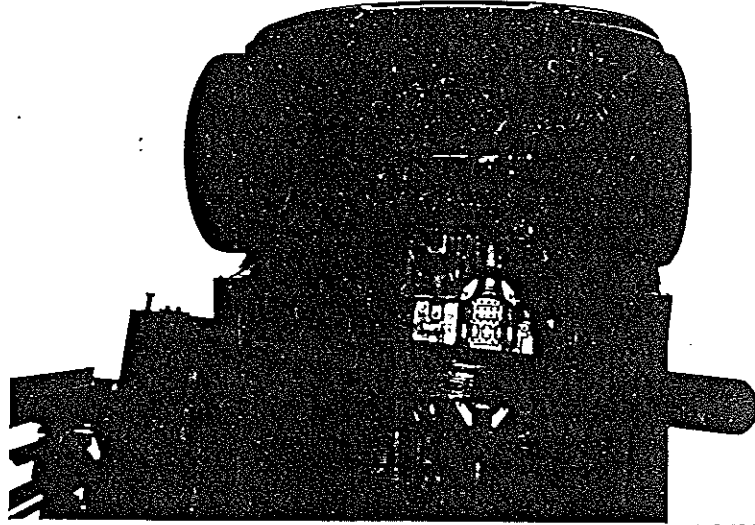
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試験後 (Post-Test)

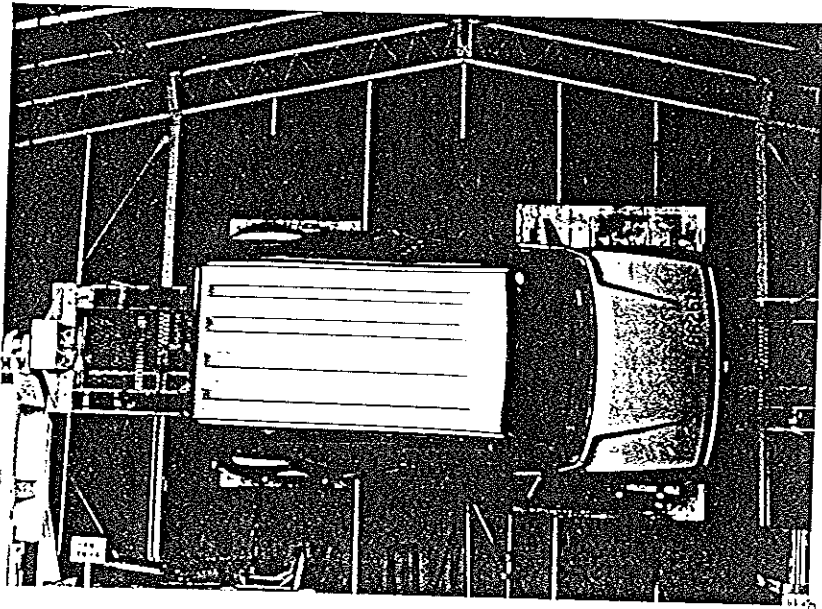
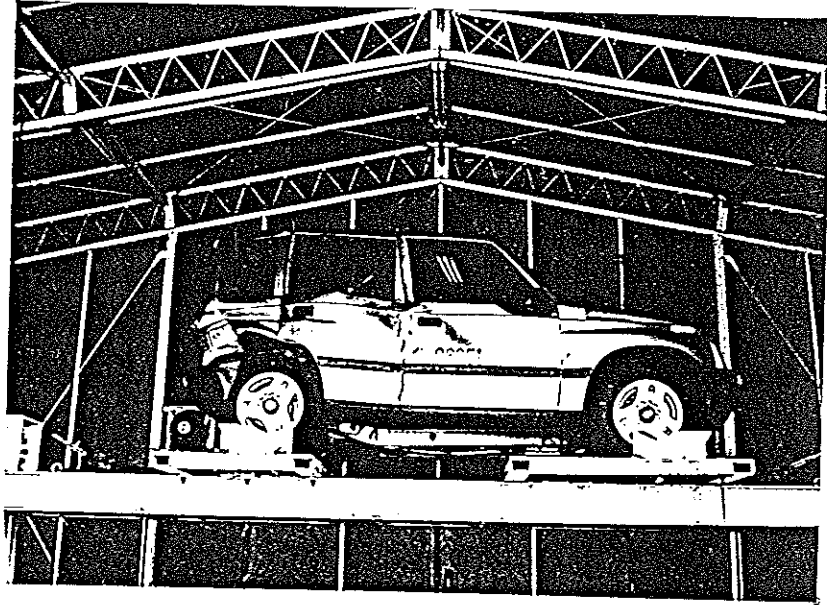




試験後 (Post-Test)

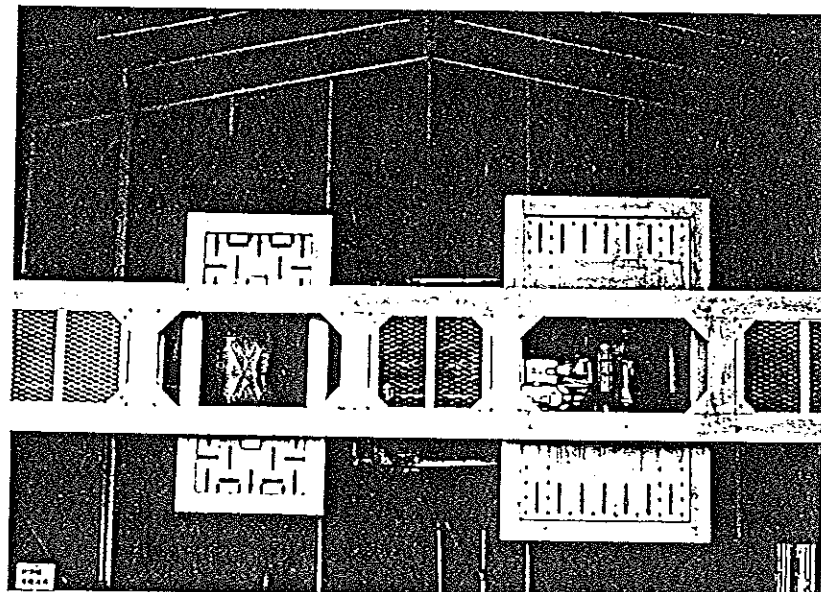
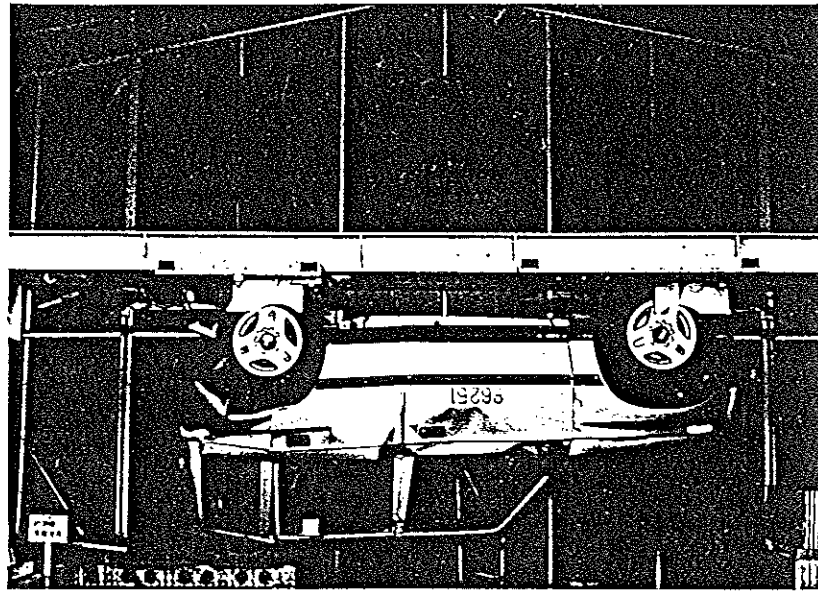


試験後 (Post-Test)

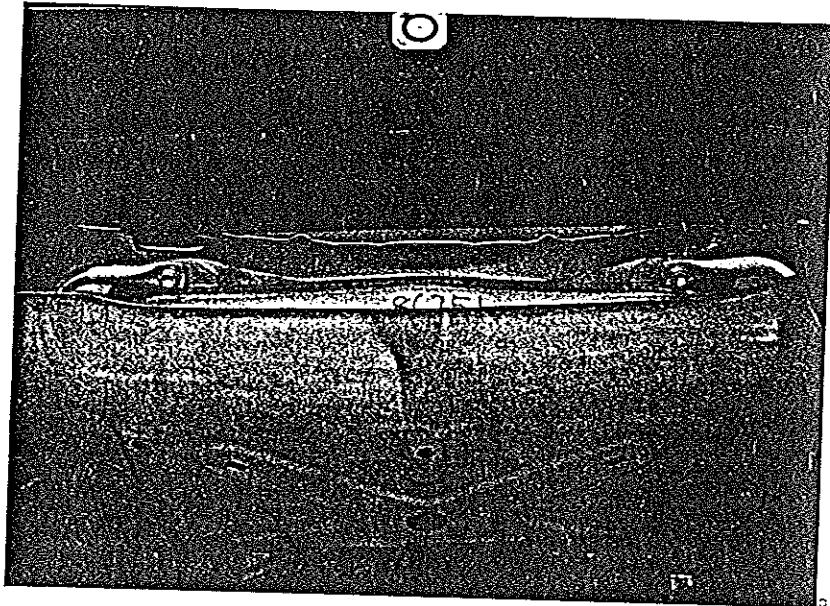
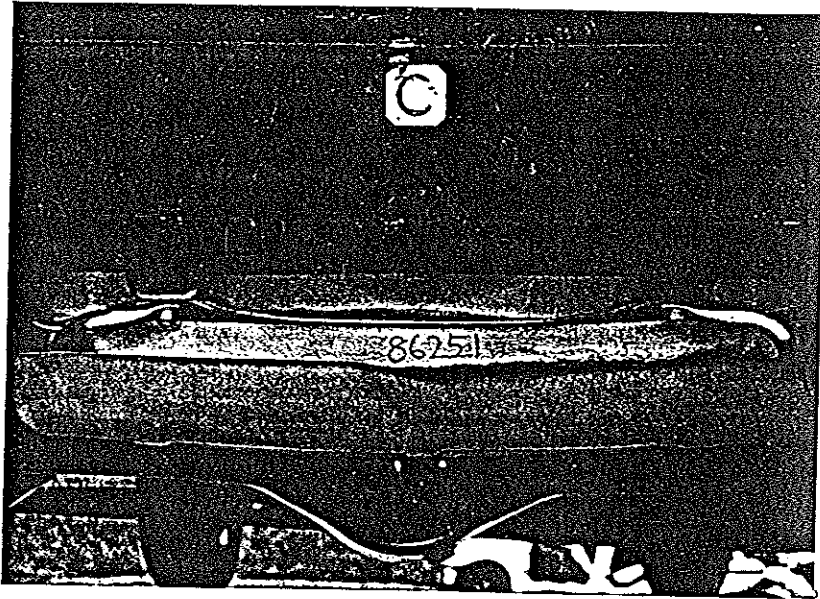


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試験後 (Post-Test)

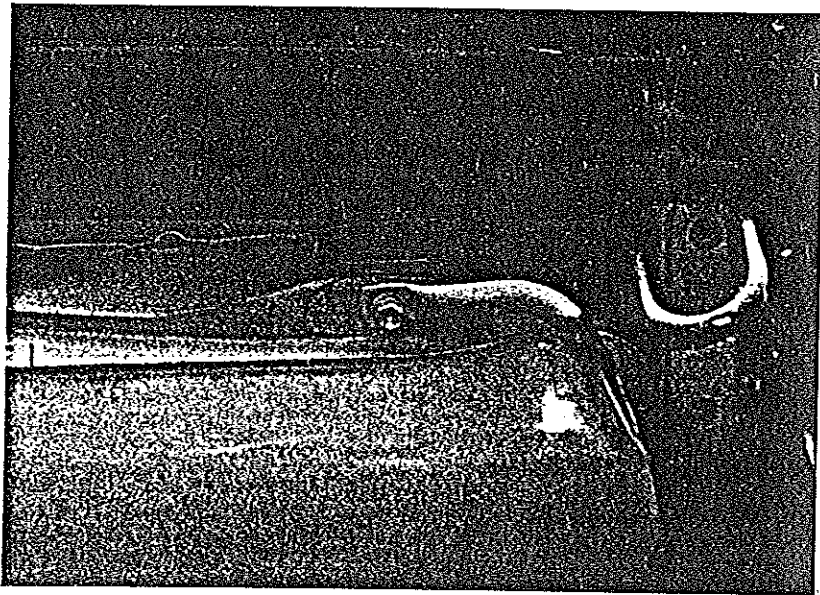
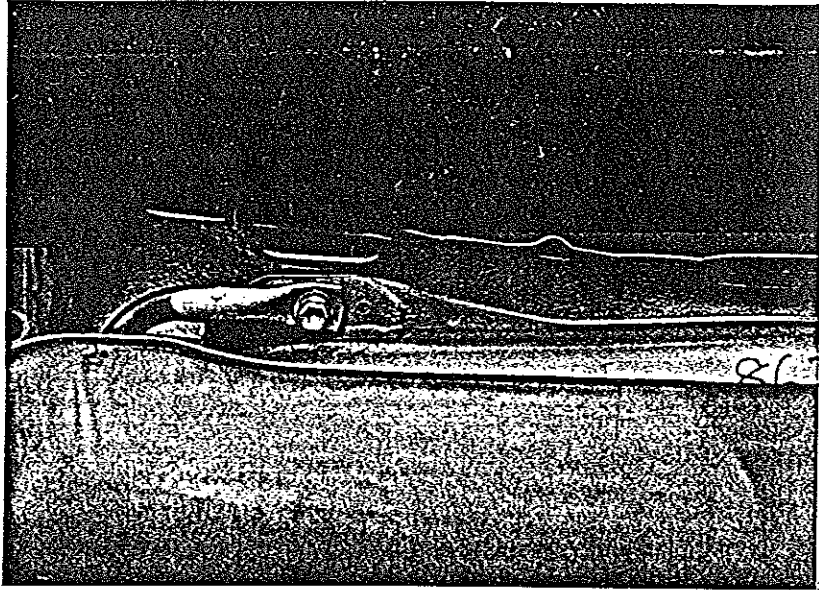


試験後 (Post-Test)



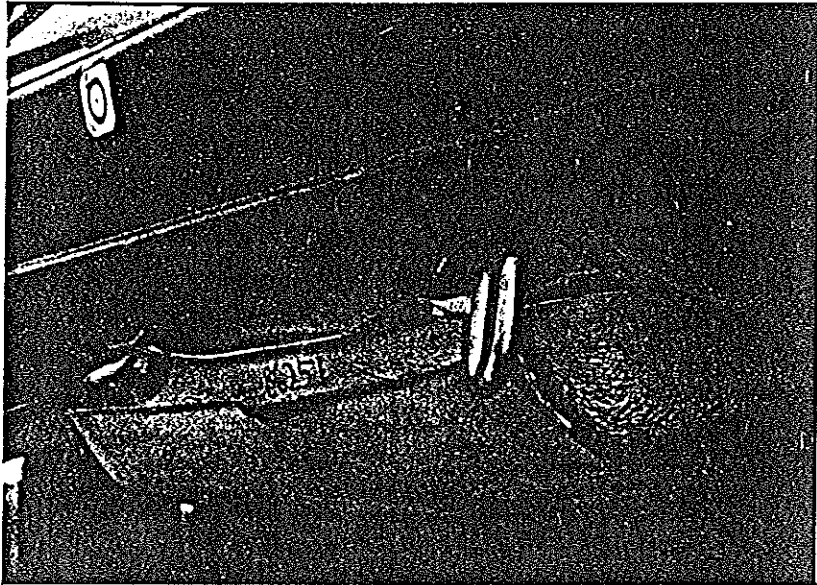
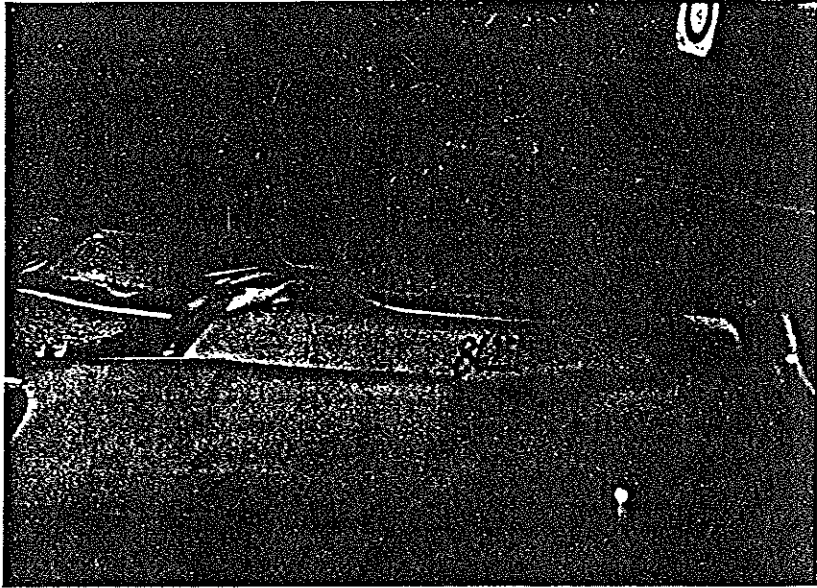
S 211175

試験後 (Post-Test)



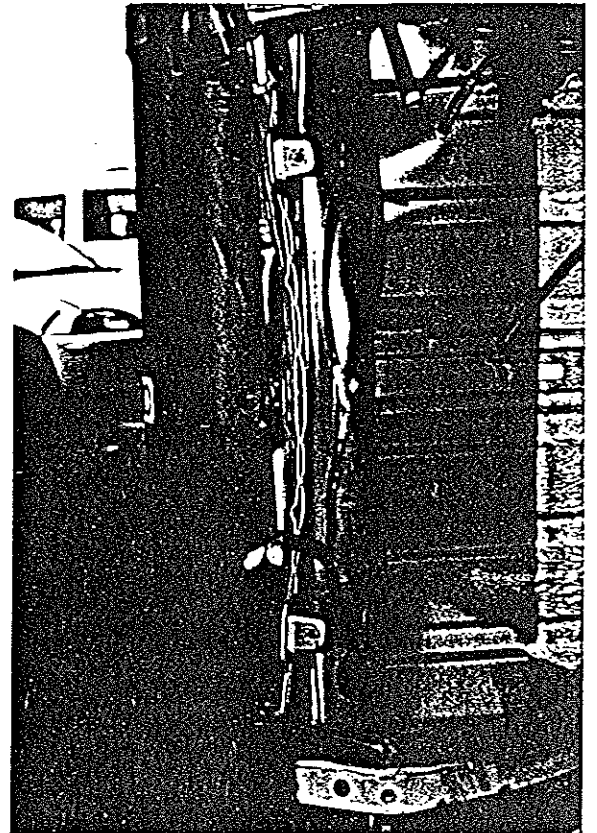
S 211176

試験後 (Post-Test)



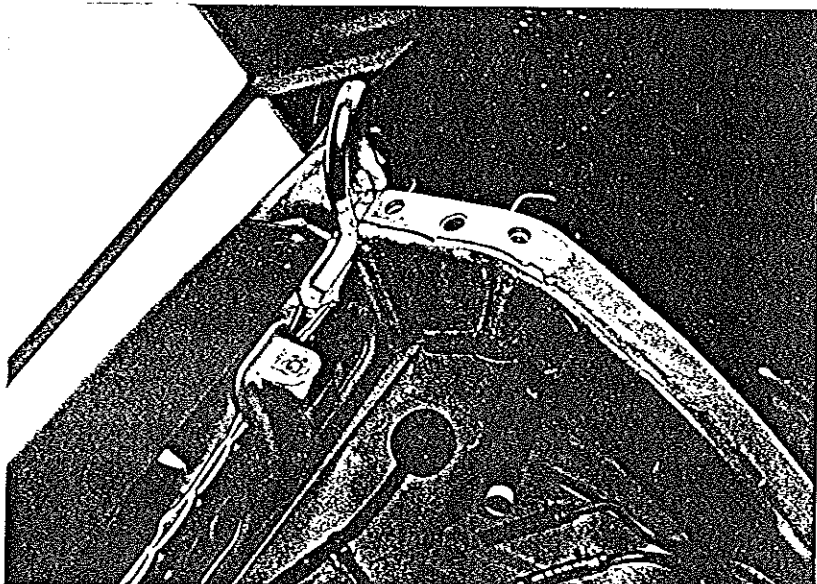
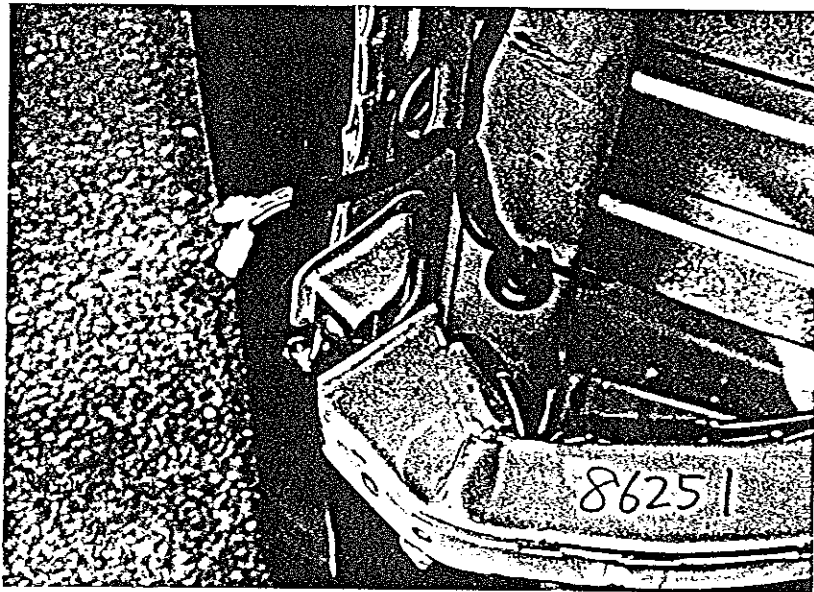
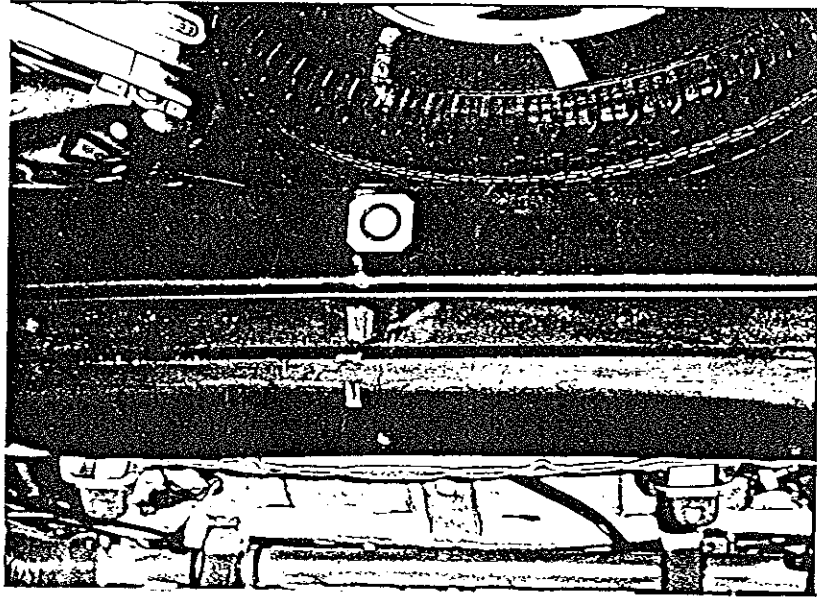
S 211177

試験後 (Post-Test)



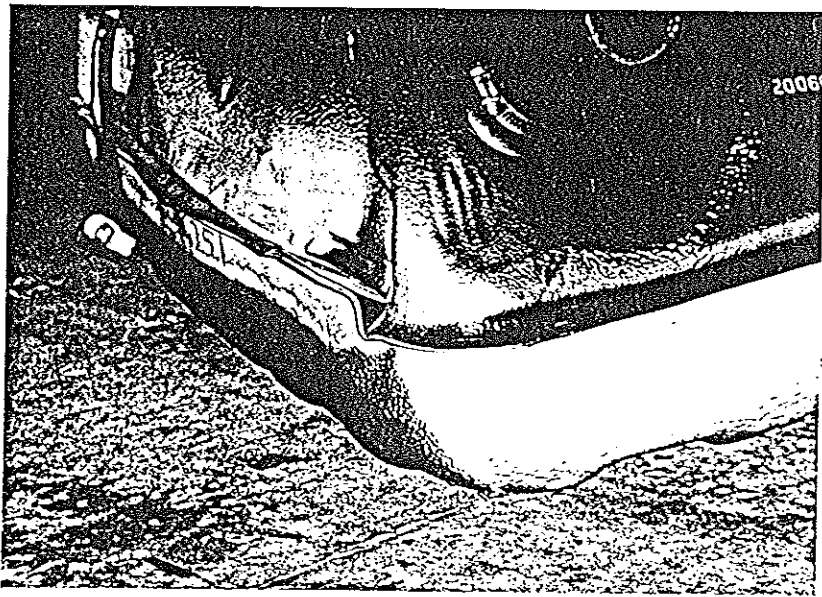
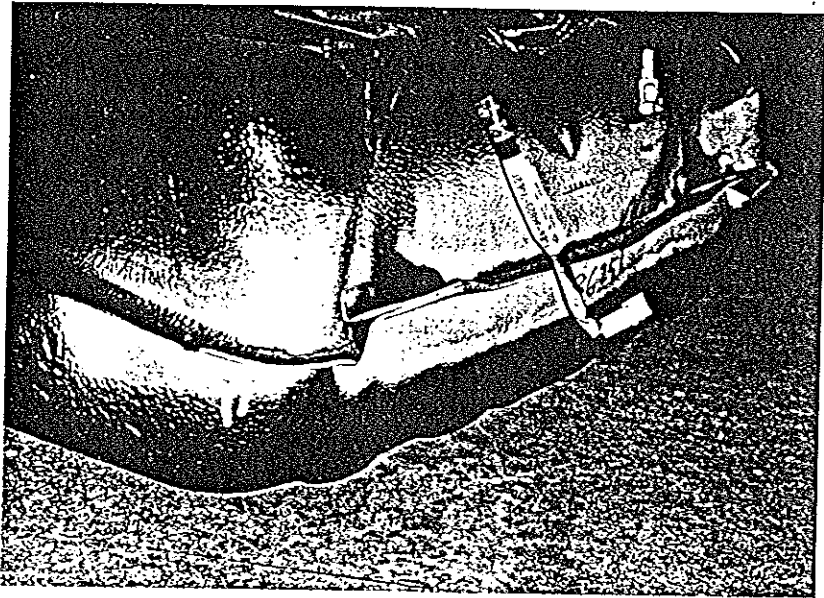
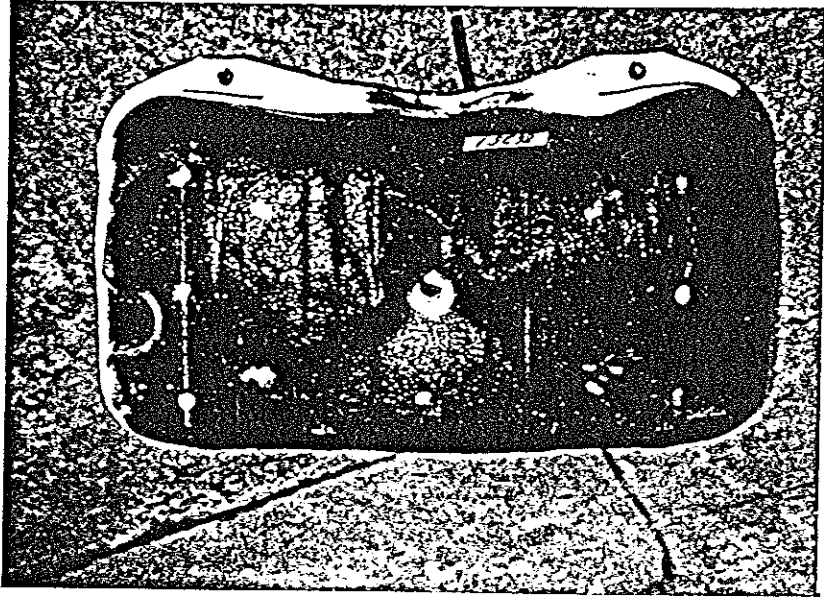
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試験後 (Post-Test)

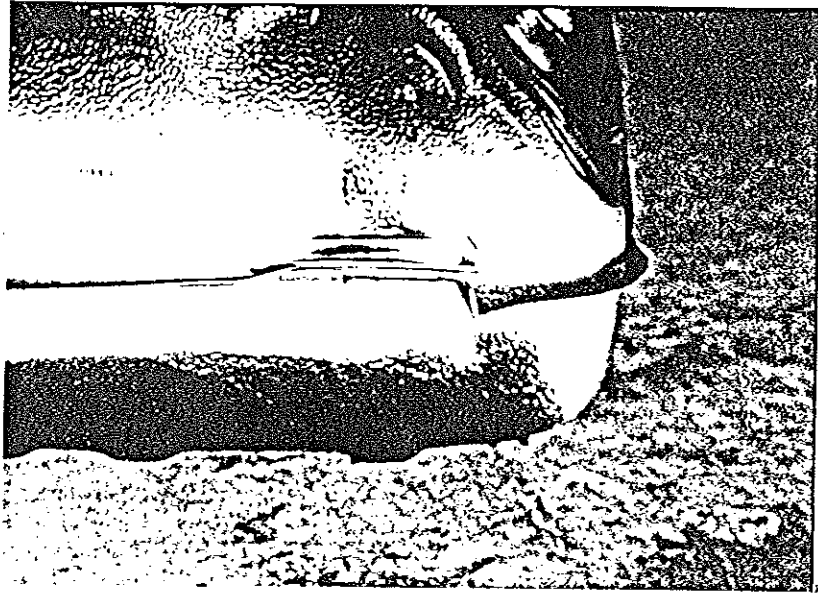
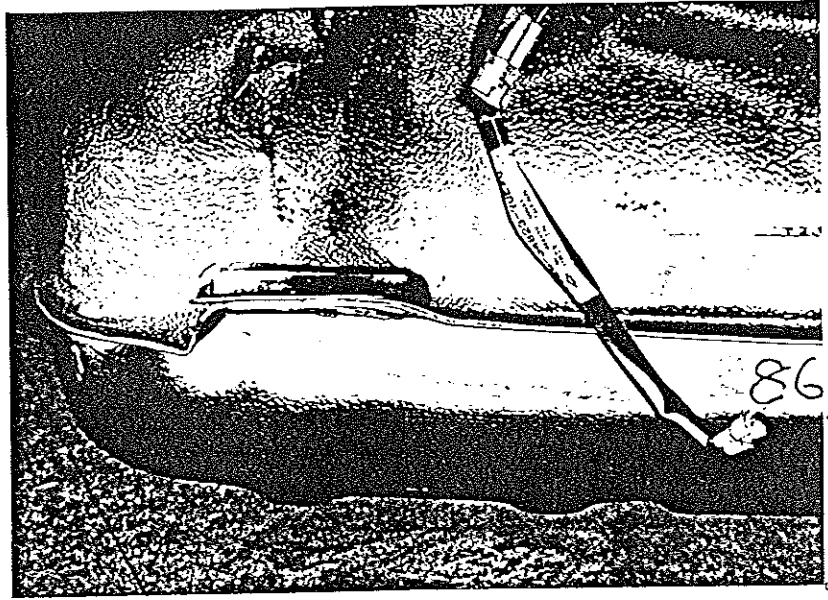




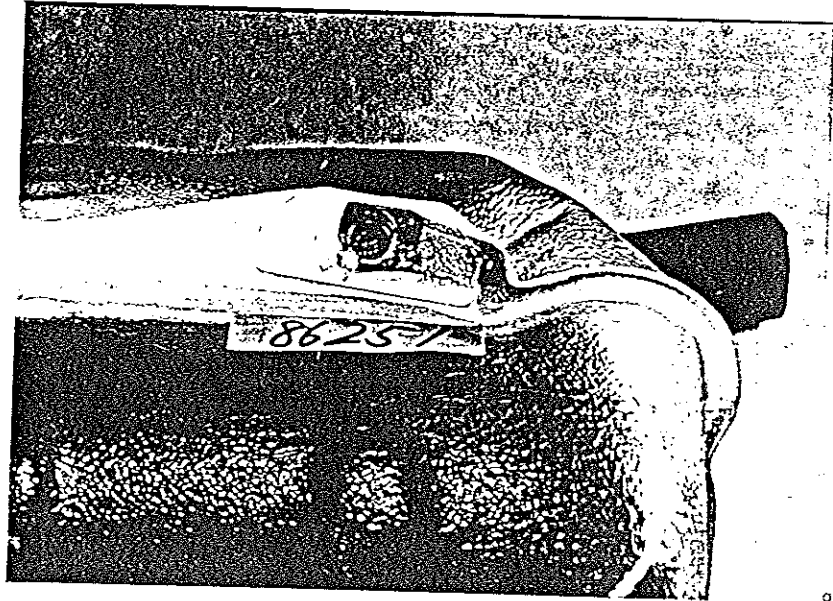
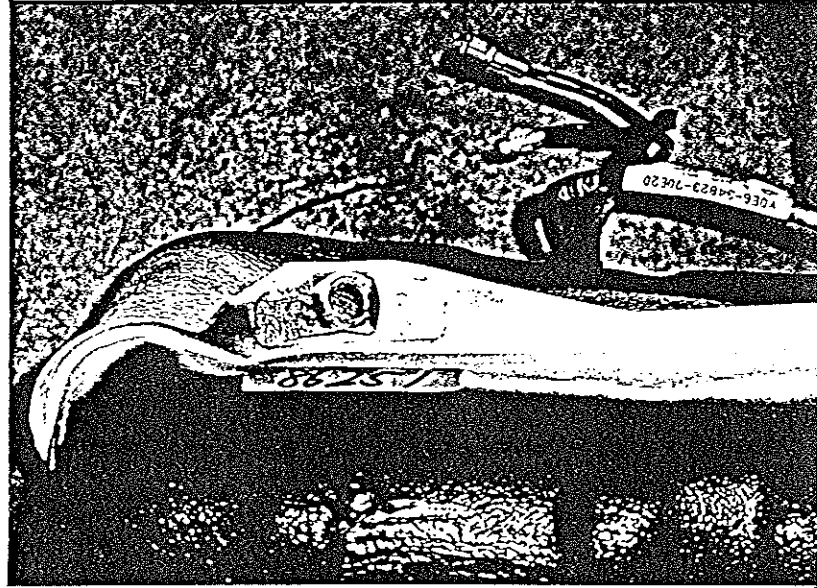
試験後 (Post-Test)



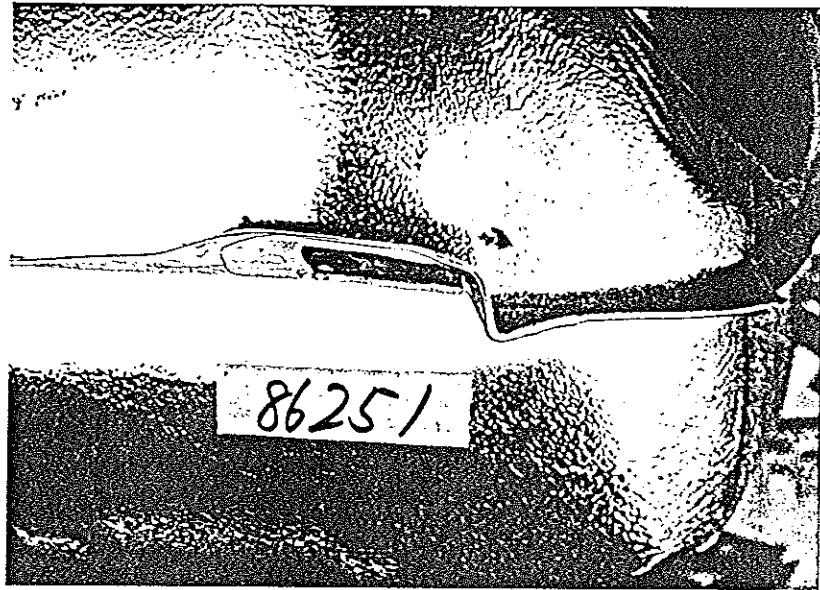
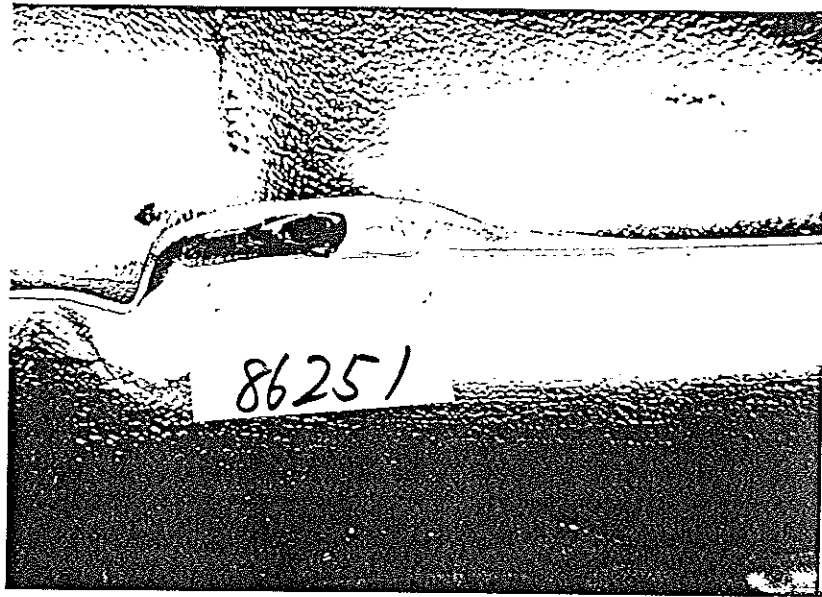
試験後 (Post-Test)



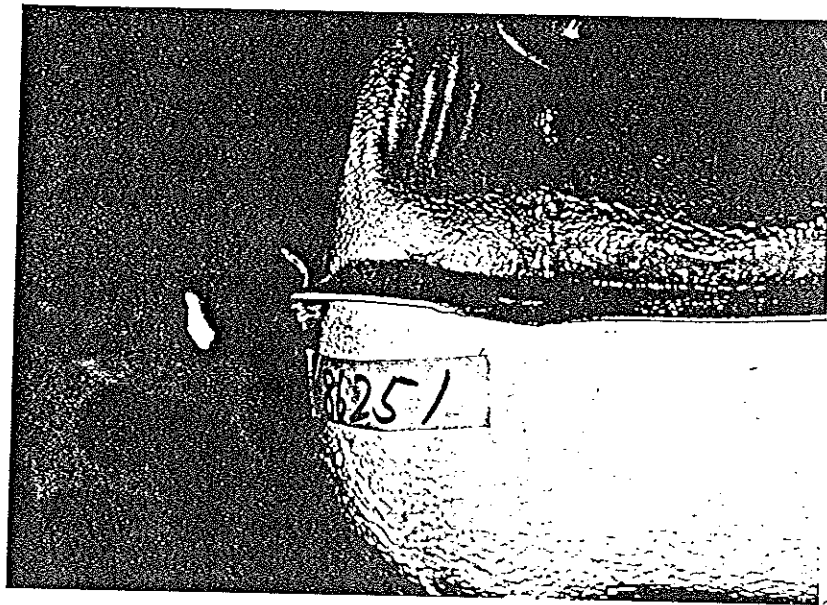
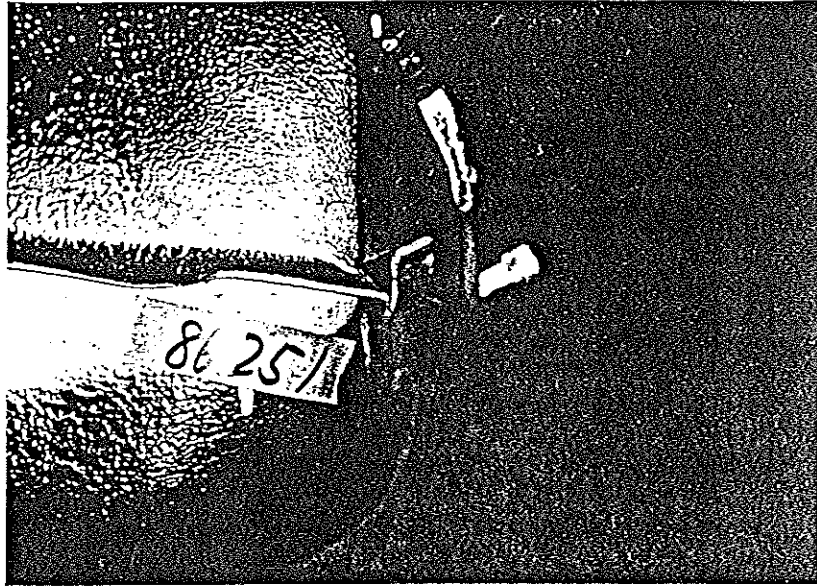
試験後 (Post-Test)



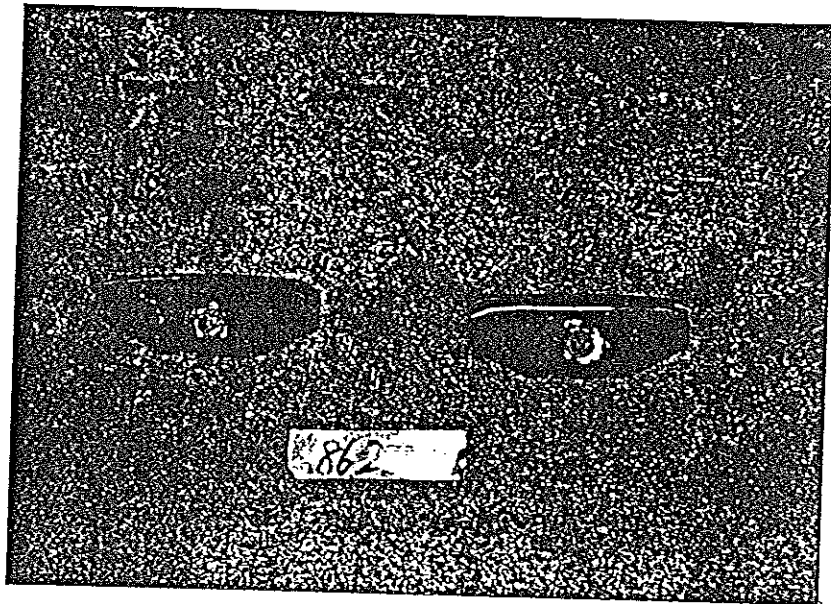
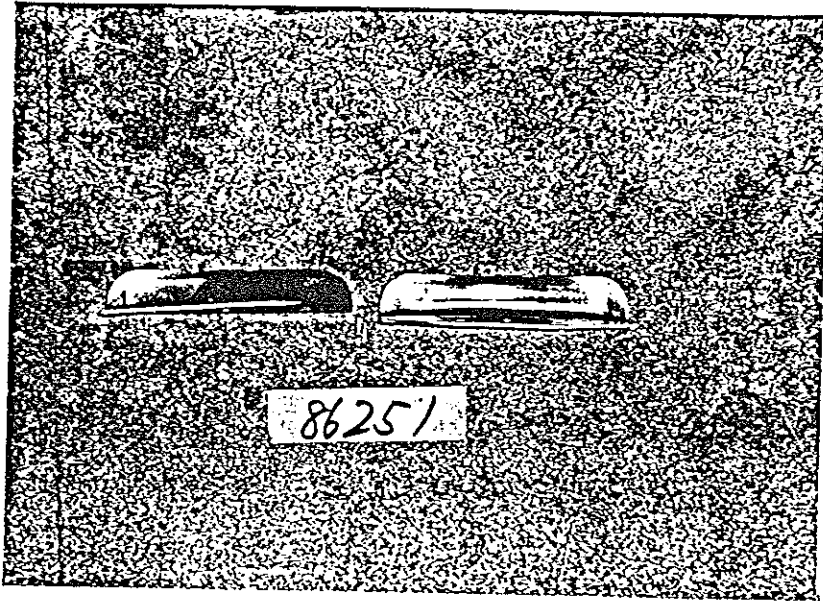
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



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TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-121

Test Date : 06/12/96

Vehicle : Model SIDEKICK 4door

Body Style VAN

Year 1996

Number JSAETD01V01150004

Make Pilot-Pro.

Engine : Configuration G16A

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T ( 4 Speed )

A/C : Yes  No

P/S : Yes  No

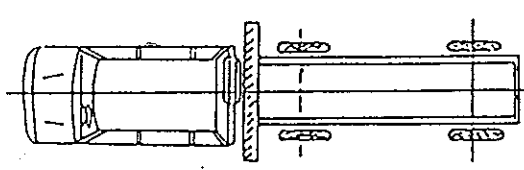
P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT	0.0 ( 0.0 ) km/h ( mph )
TEST MASS (INCLUDED DUMMIES)	FRONT 784.0 kg REAR 688.0 kg TOTAL 1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/>
	RATED CARGO <input checked="" type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER	1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT	54.0 ( 33.6 ) km/h ( mph )	
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		
		

SUZUKI RESTRICTED

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TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-121

Test Results :

WAS FUEL SPILLAGE :	
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

Test Data :


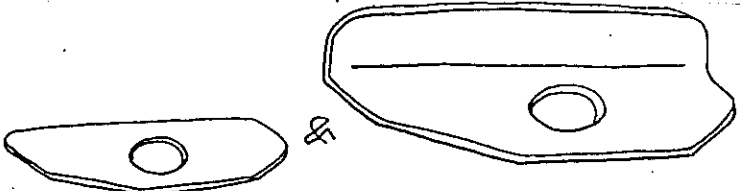
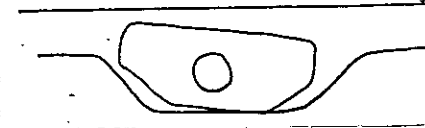
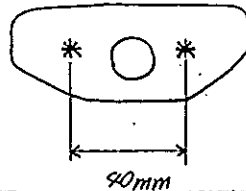
FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.12.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm



TEST NO. 86-121

1. TEST CONDITION

VEHICLE		IWATA 96MY 4DOOR 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 25 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>348.0</td> <td>319.0</td> <td>667.0</td> </tr> <tr> <td>RIGHT</td> <td>350.0</td> <td>311.0</td> <td>661.0</td> </tr> <tr> <td>TOTAL</td> <td>698.0</td> <td>630.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	348.0	319.0	667.0	RIGHT	350.0	311.0	661.0	TOTAL	698.0	630.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	348.0	319.0	667.0																
RIGHT	350.0	311.0	661.0																
TOTAL	698.0	630.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>388.0</td> <td>347.0</td> <td>735.0</td> </tr> <tr> <td>RIGHT</td> <td>396.0</td> <td>341.0</td> <td>737.0</td> </tr> <tr> <td>TOTAL</td> <td>784.0</td> <td>688.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	388.0	347.0	735.0	RIGHT	396.0	341.0	737.0	TOTAL	784.0	688.0	1472.0
	FRONT	REAR	TOTAL																
LEFT	388.0	347.0	735.0																
RIGHT	396.0	341.0	737.0																
TOTAL	784.0	688.0	1472.0																

1. TEST CONDITION (CONTINUED)

86121

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	760	762
	RIGHT	762	763
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

2. POST-TEST CONDITION

TEST SPEED	54.0 km/h	
DEVIATION OF MOVING BARRIER	15 mm Left	
VEHICLE DEFORMATION (MM)	LEFT	309
	CENTER	354
	RIGHT	331
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

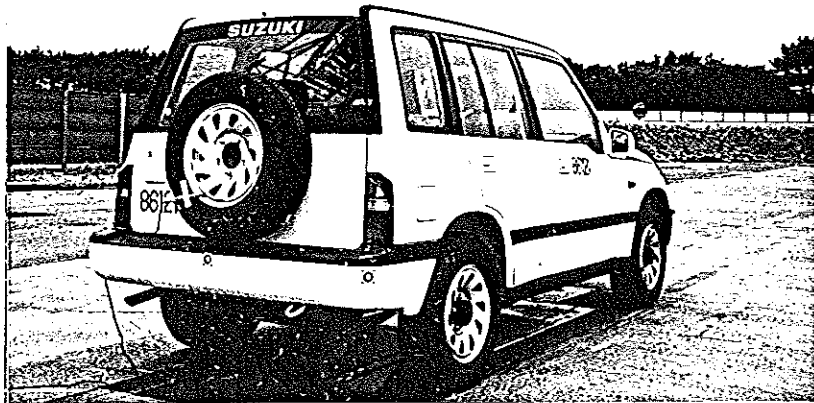
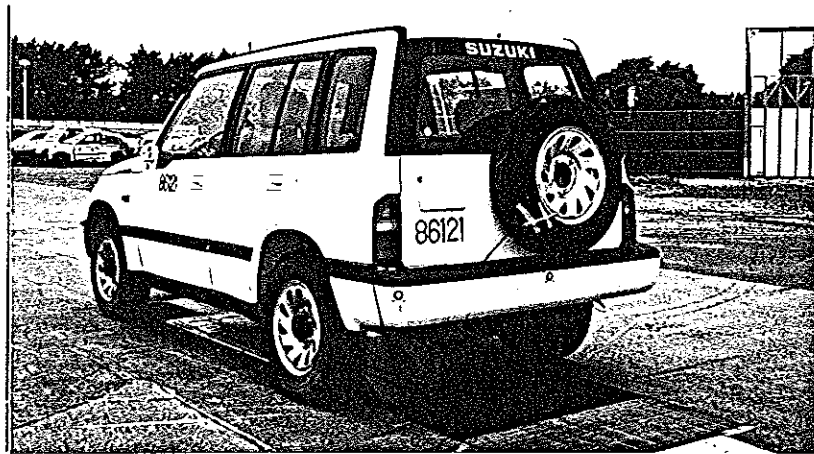
試験前 (Pre-Test)



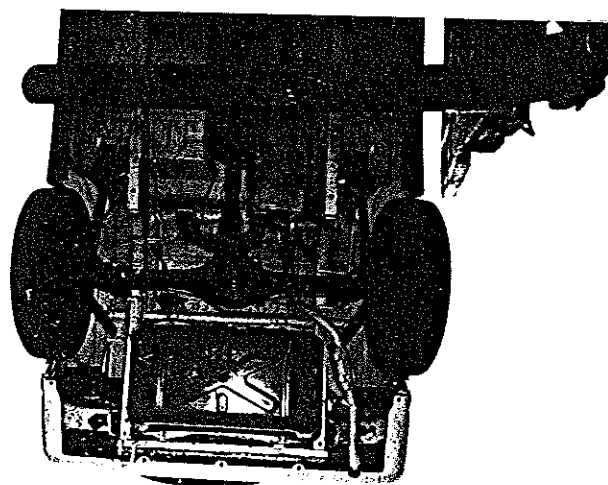
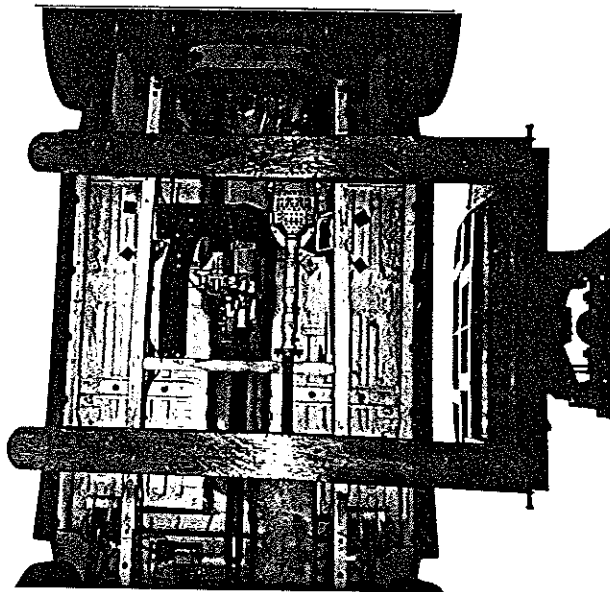
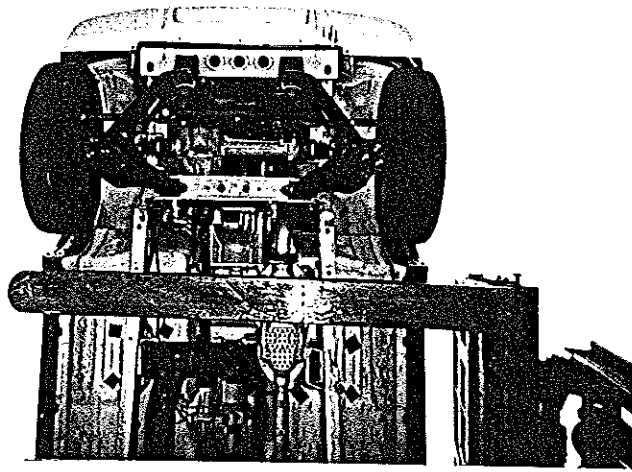
試験前 (Pre-Test)



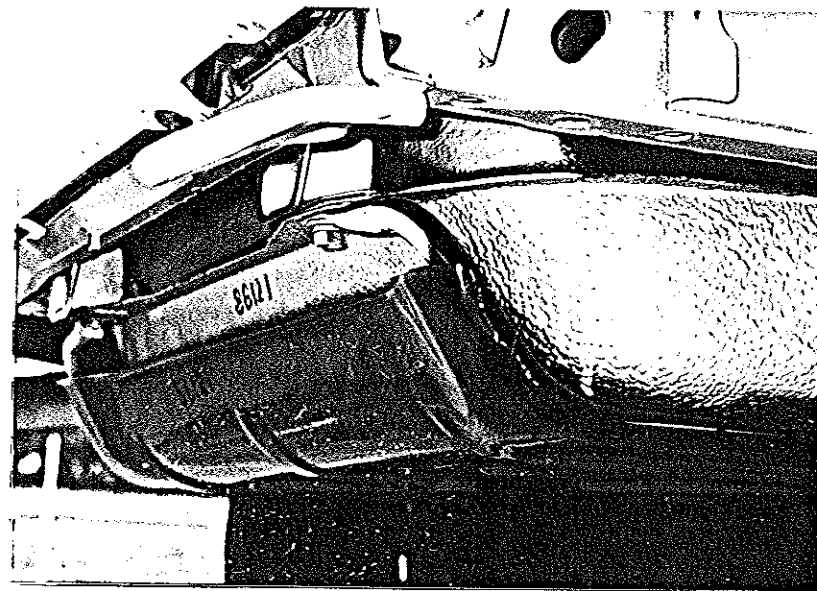
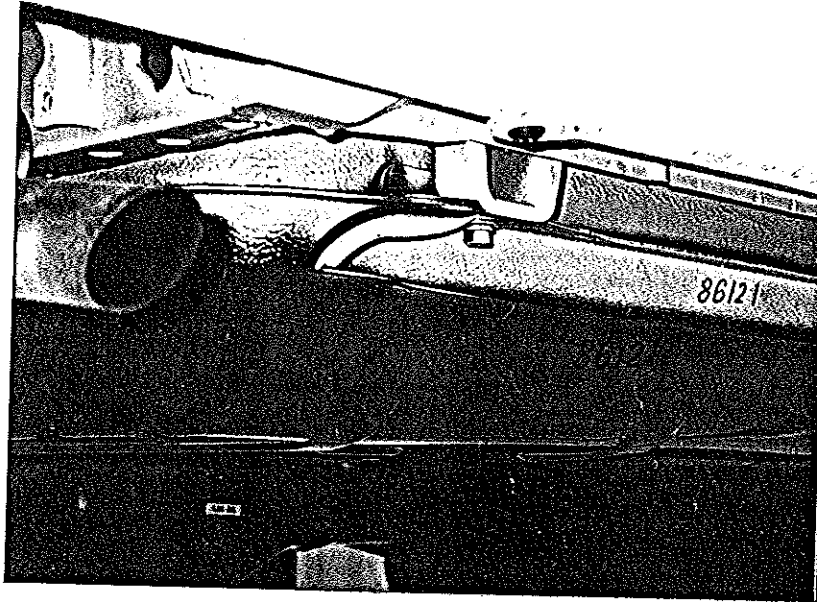
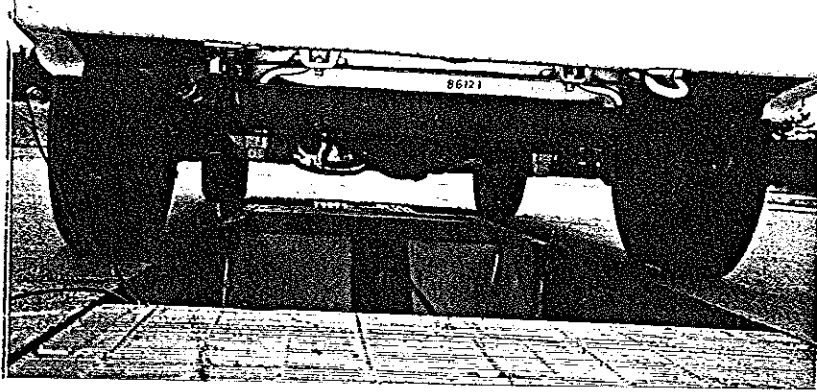
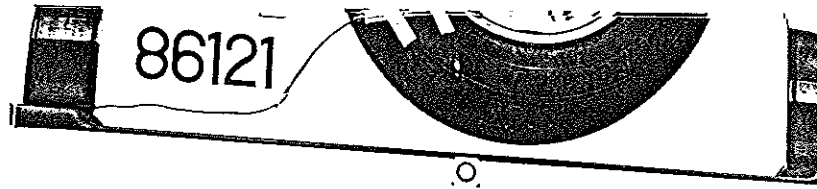
試験前 (Pre-Test)



試験前 (Pre-Test)

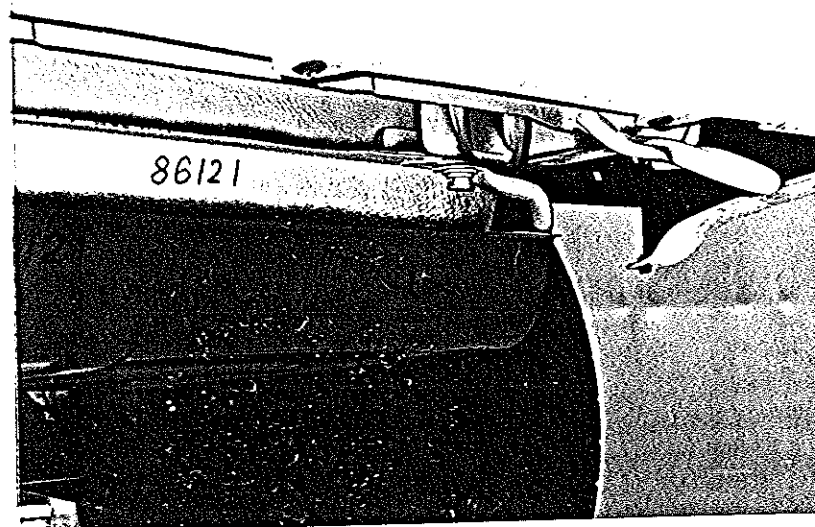
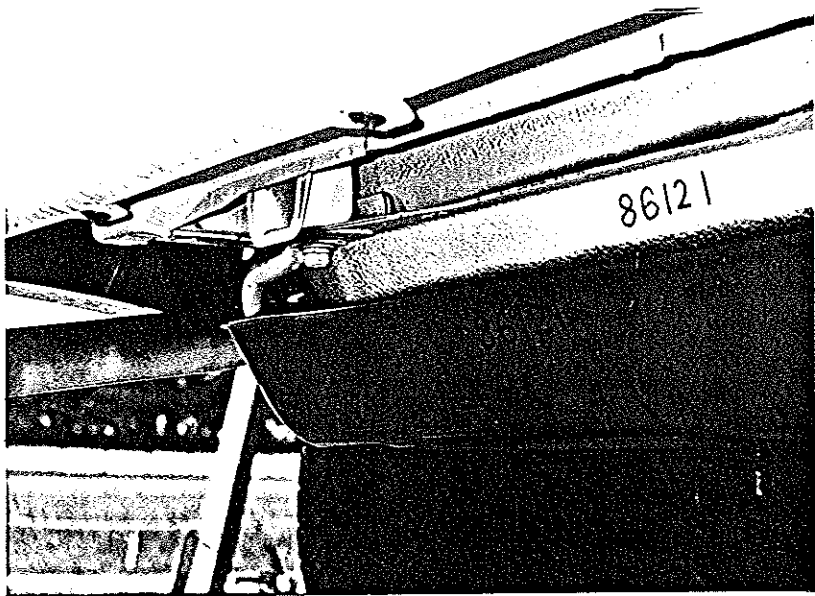
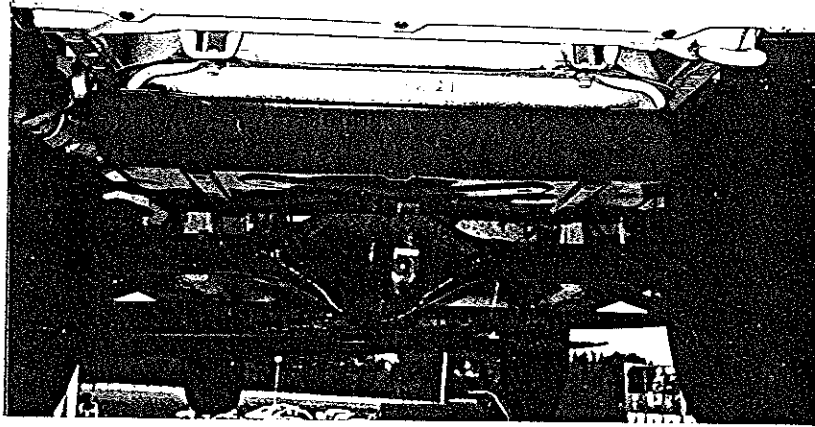


試験前 (Pre-Test)



S 211194

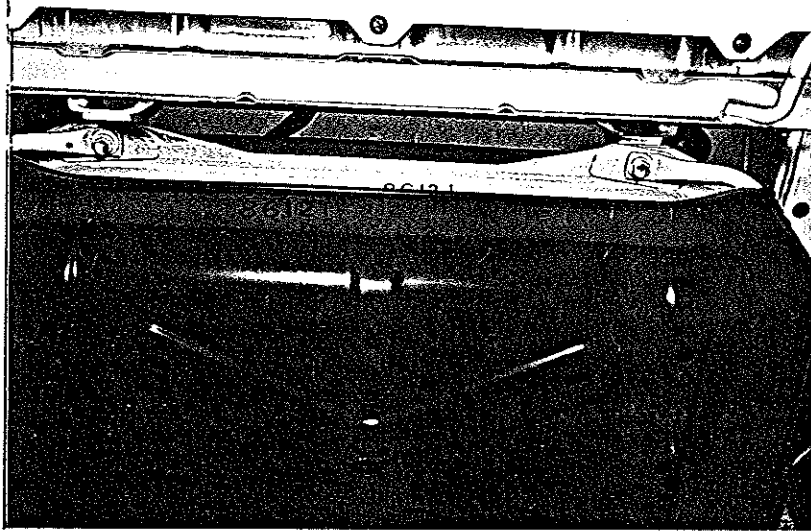
試験前 (Pre-Test)



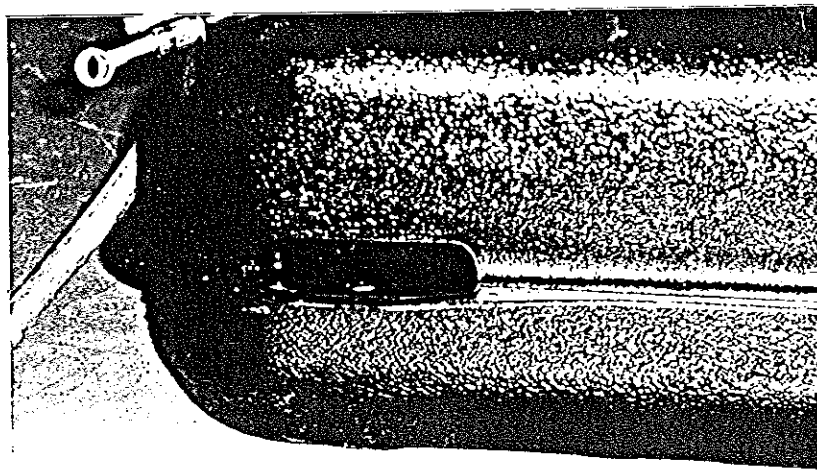
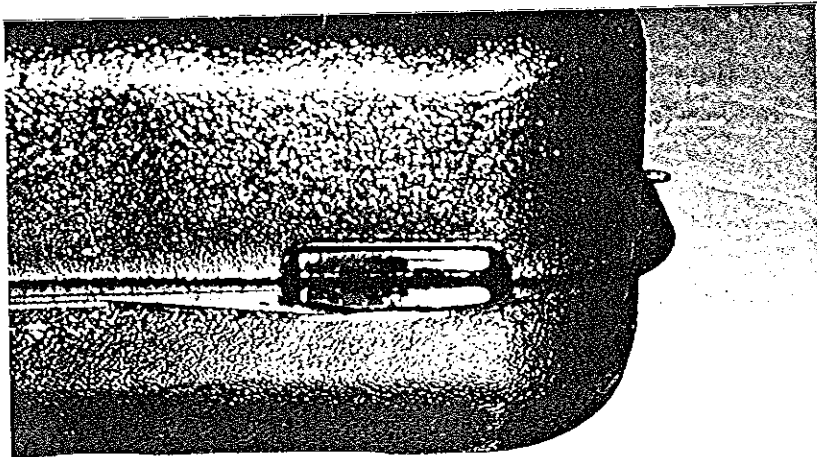
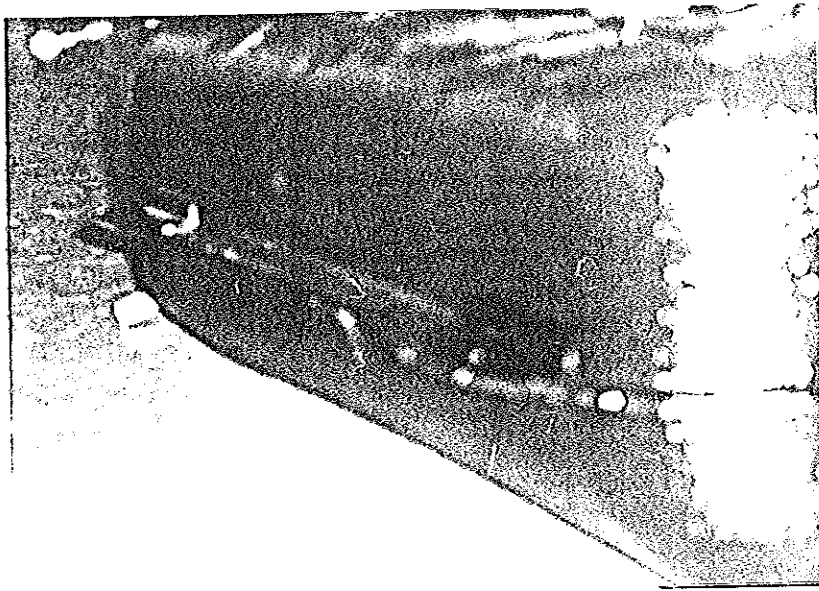
S 211195



試験前 (Pre-Test)

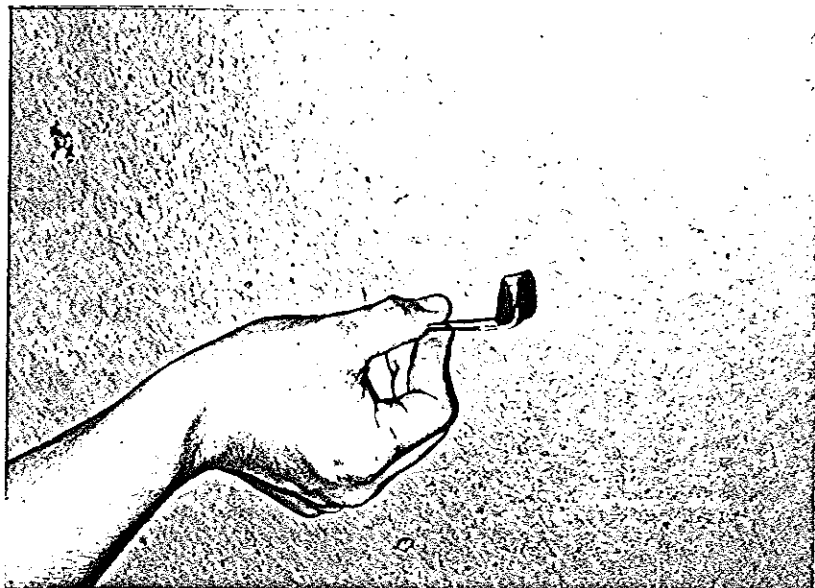
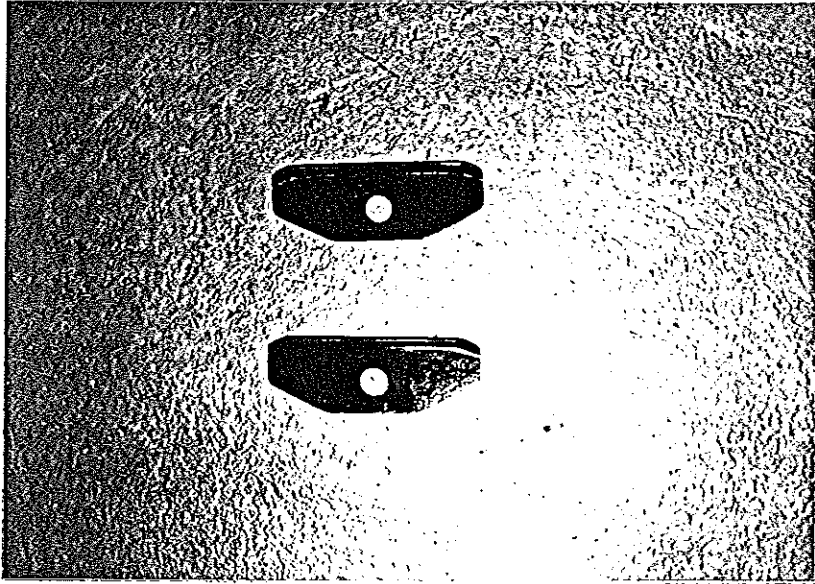


試験前 (Pre-Test)

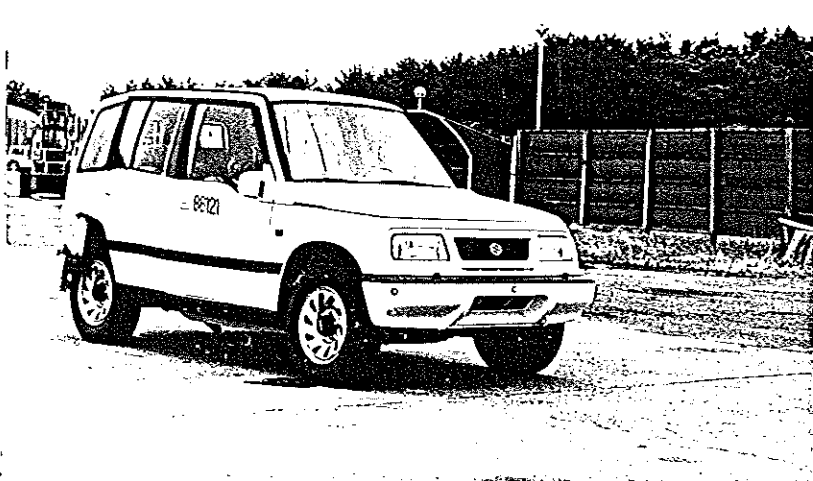
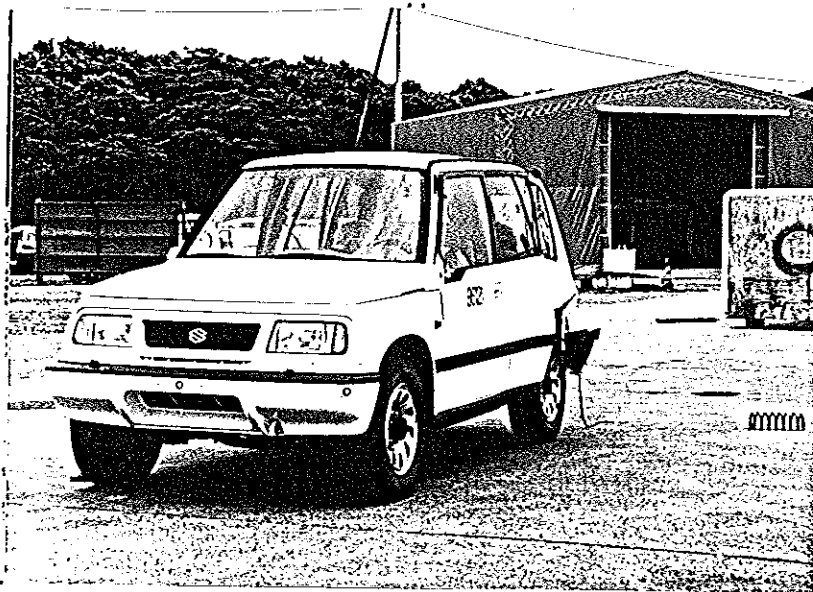
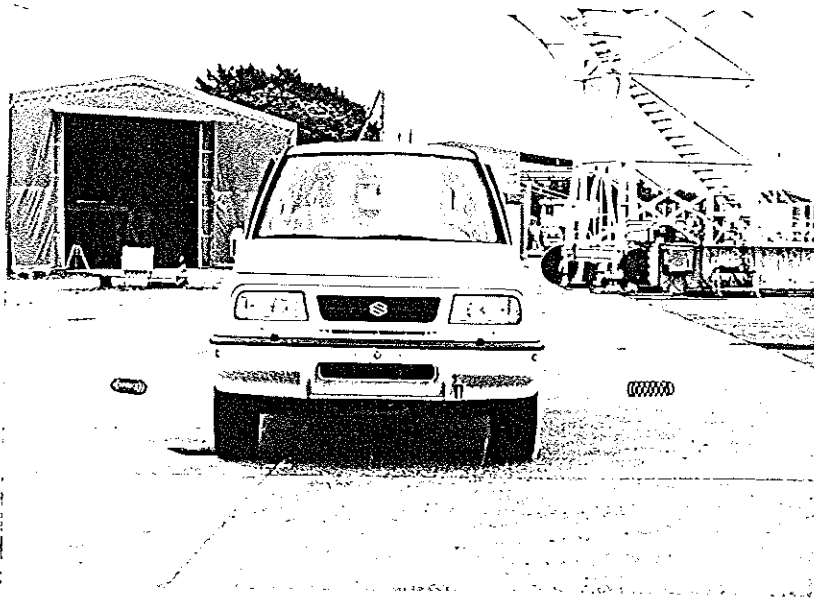


S 211197

試験前 (Pre-Test)



試験後 (Post-Test)

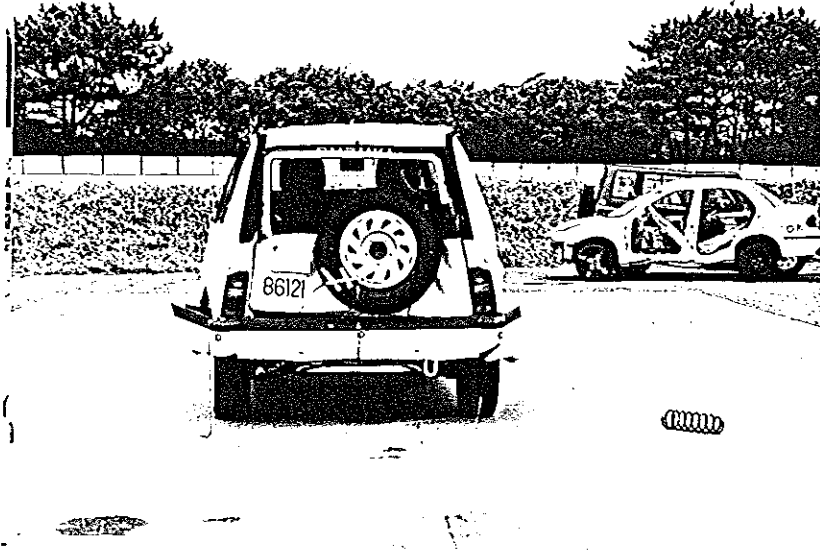


S 211199

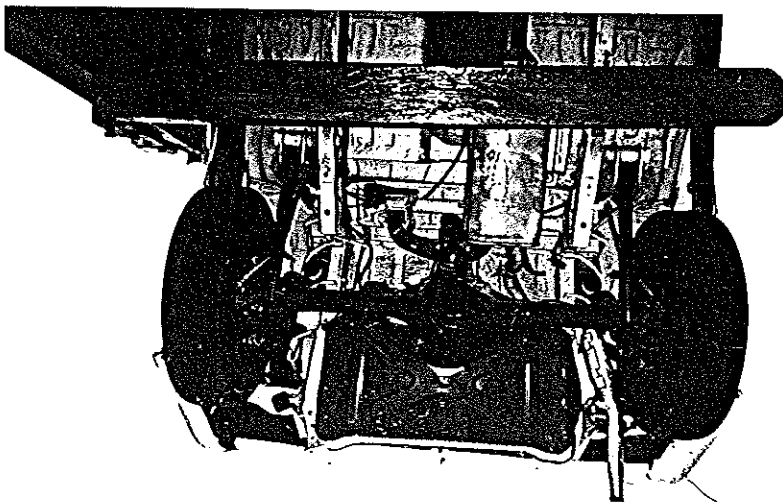
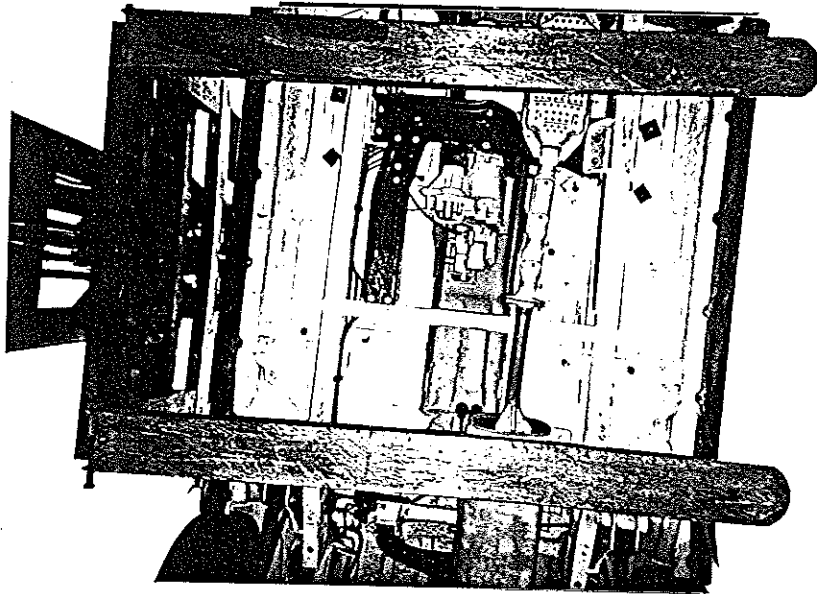
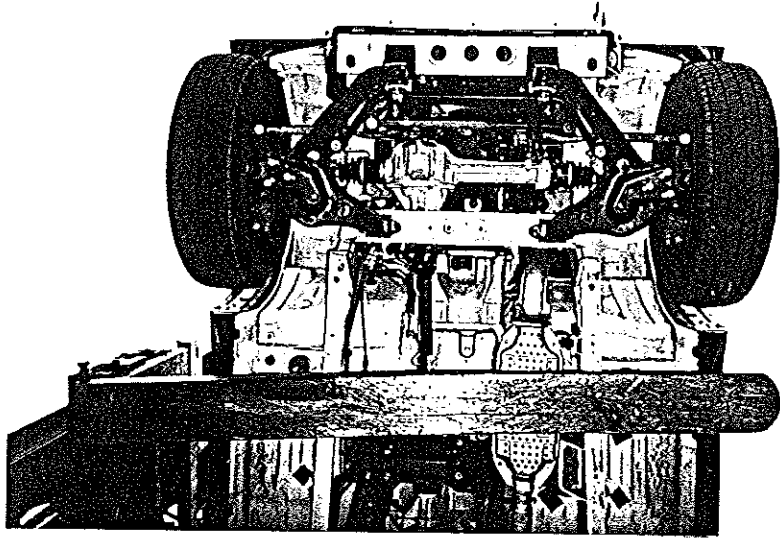
試験後 (Post-Test)



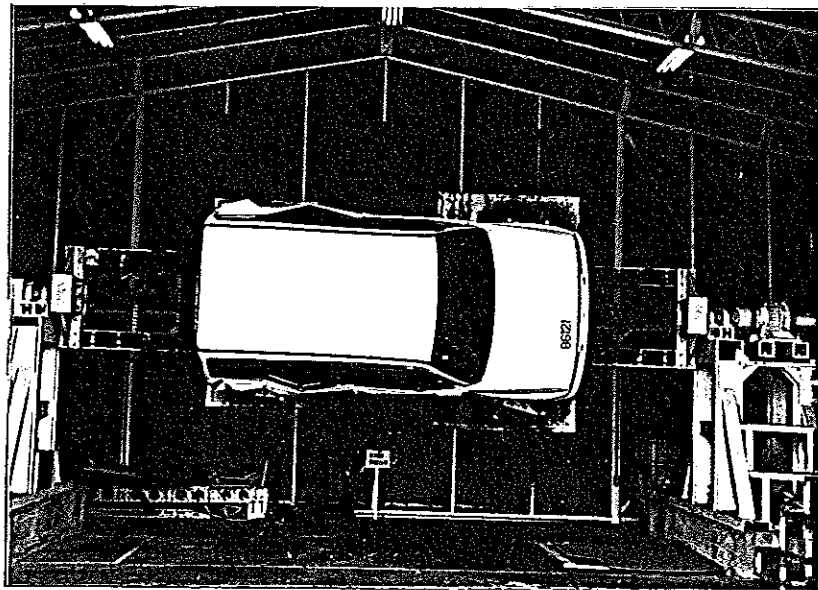
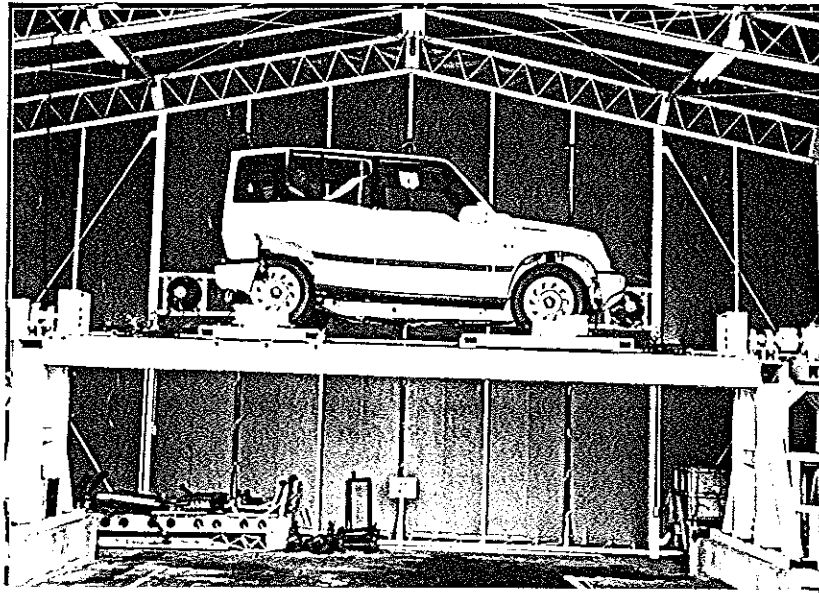
試験後 (Post-Test)



試験後 (Post-Test)

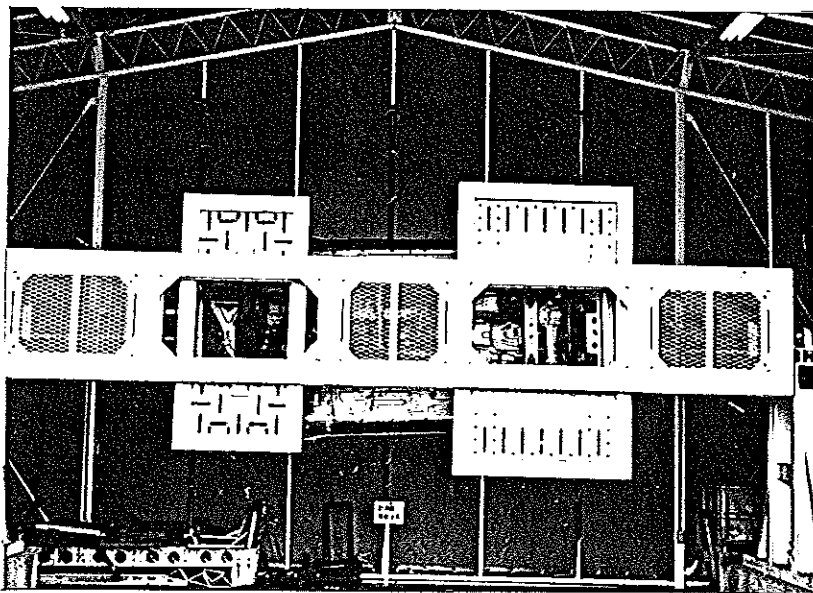
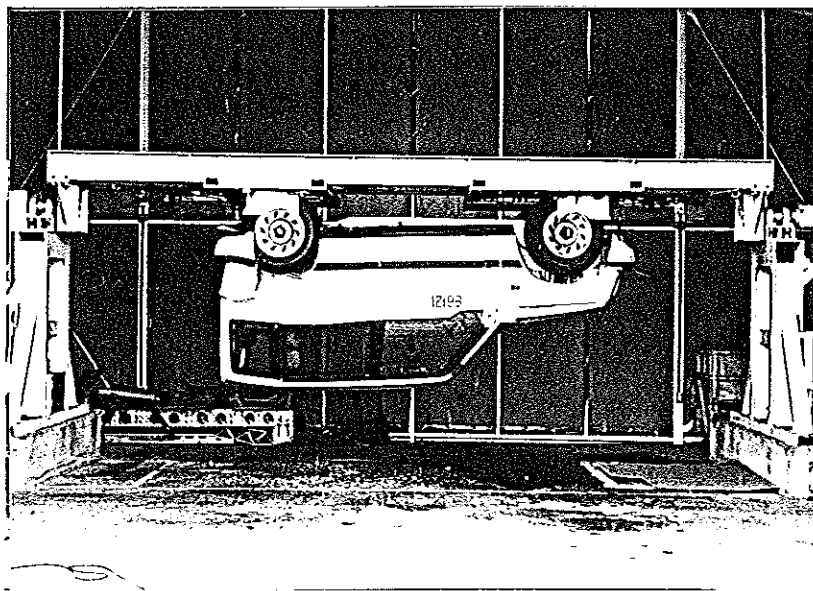


試験後 (Post-Test)

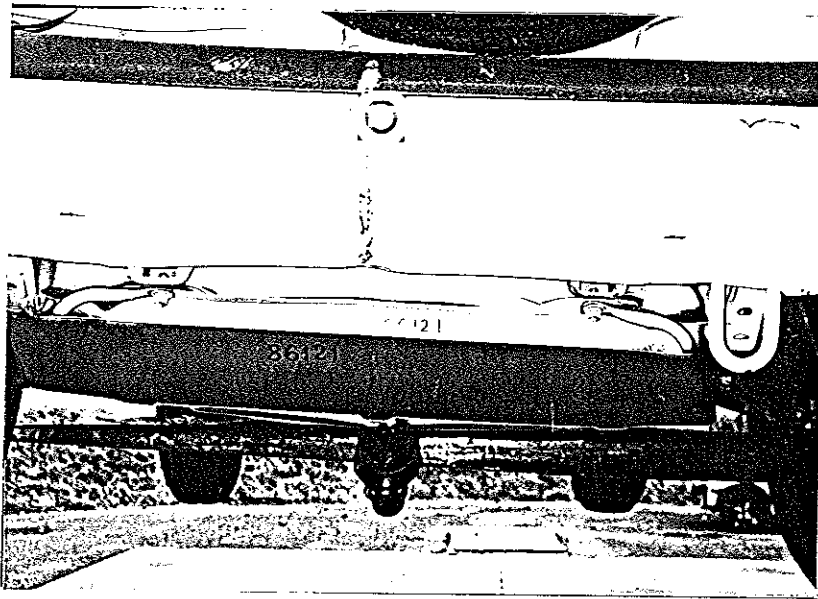
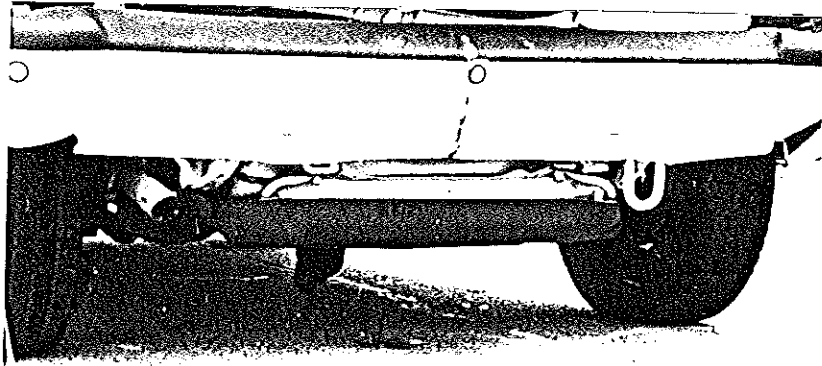




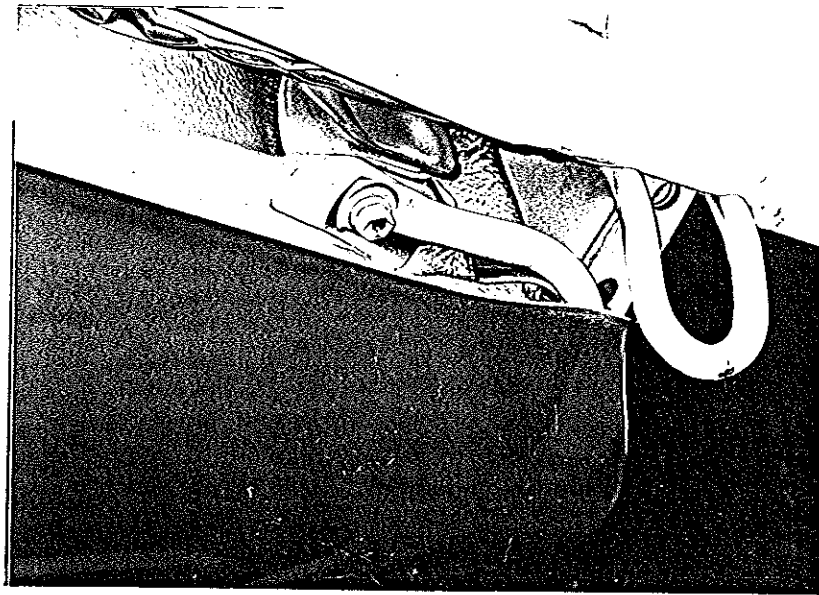
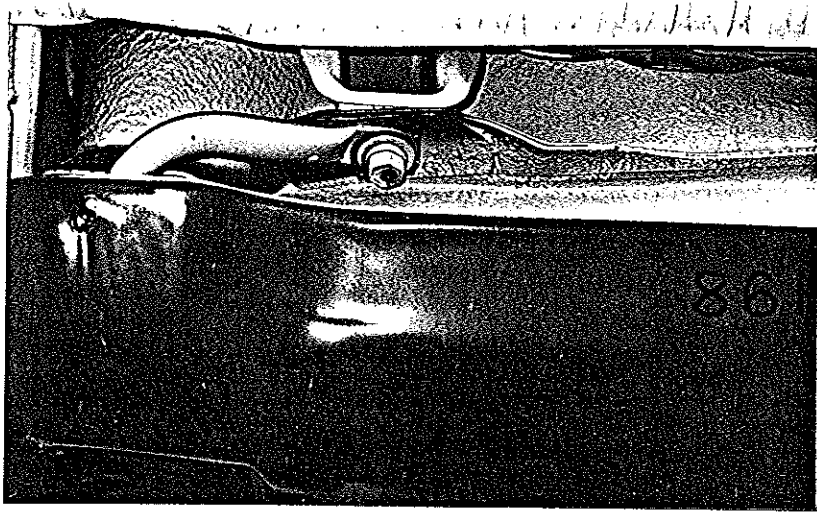
試験後 (Post-Test)



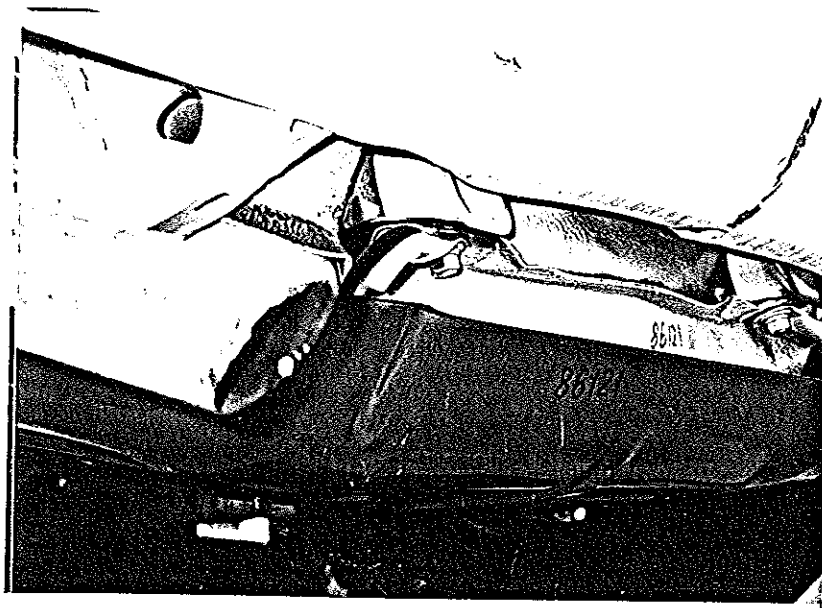
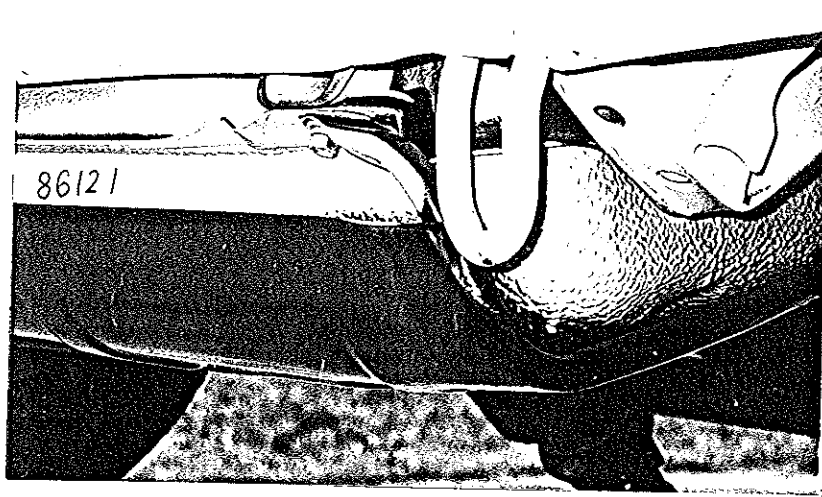
試験後 (Post-Test)



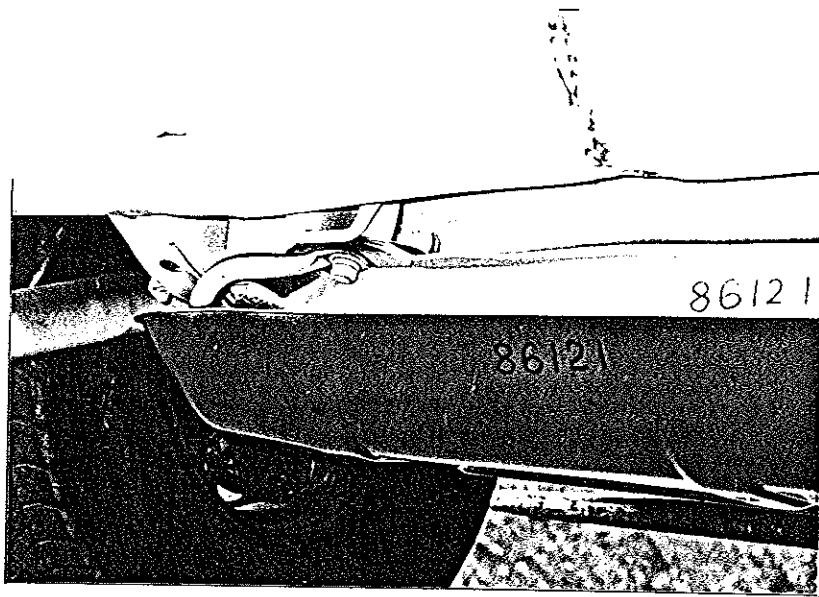
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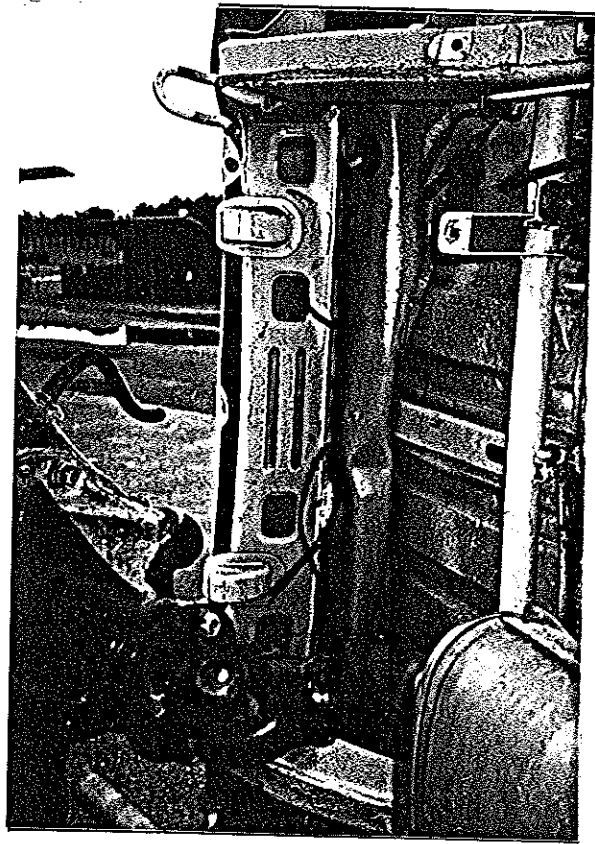
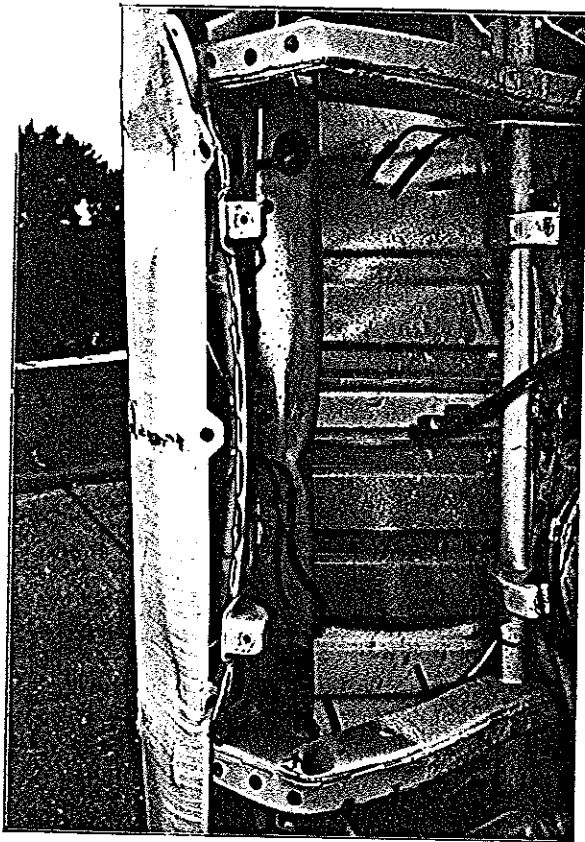
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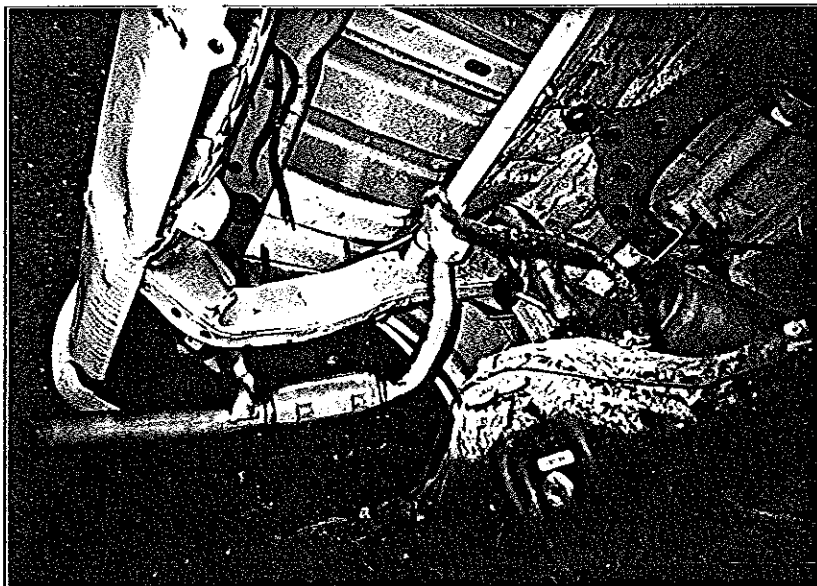
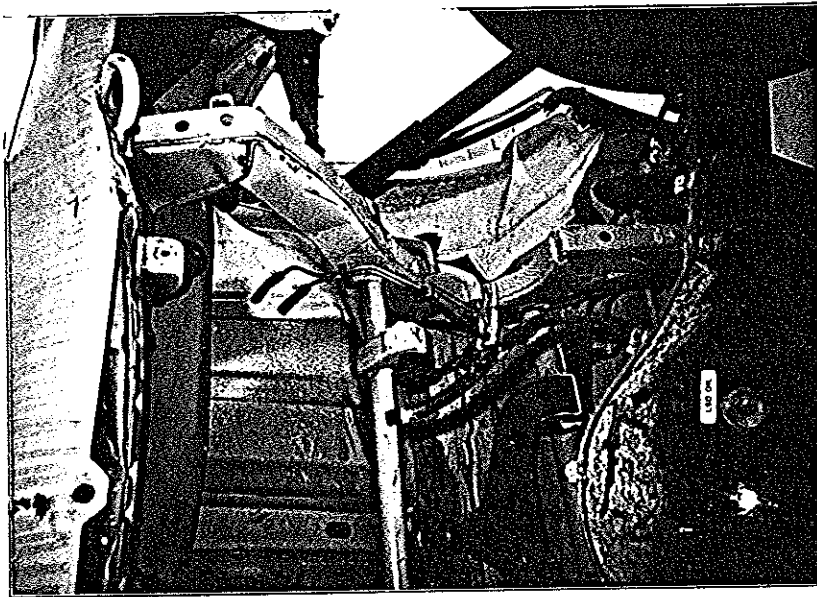
試験後 (Post-Test)



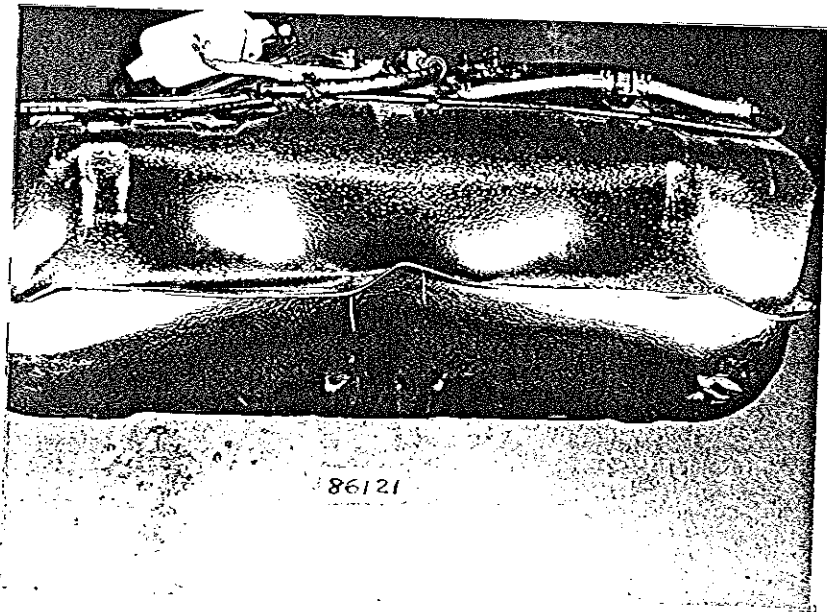
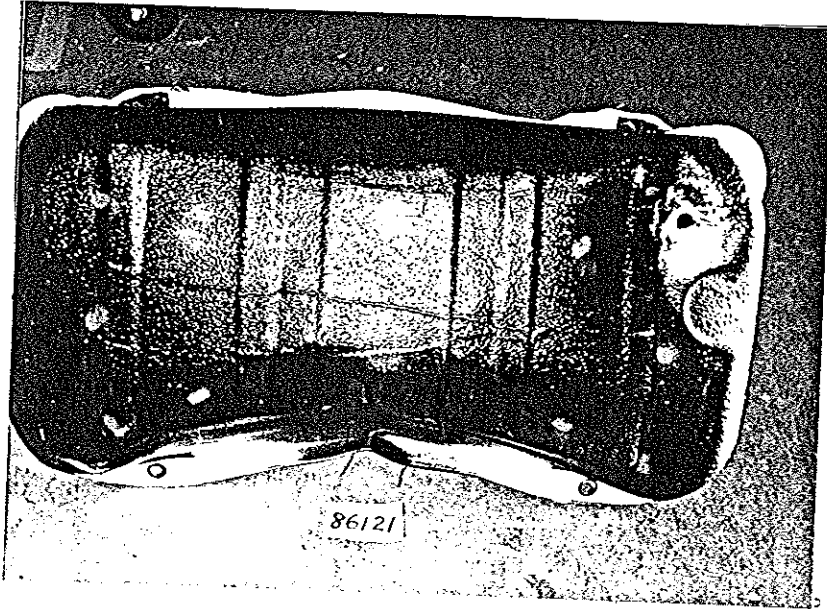
試験後 (Post-Test)



試験後 (Post-Test)

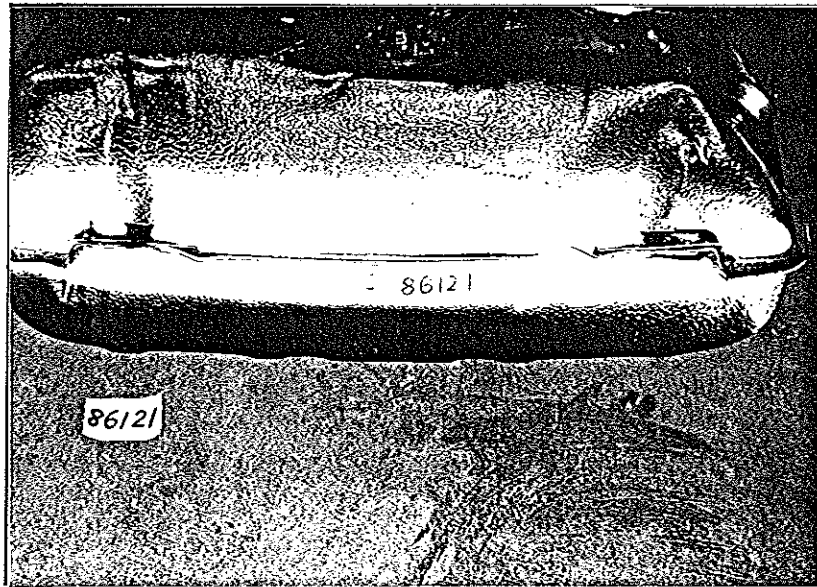
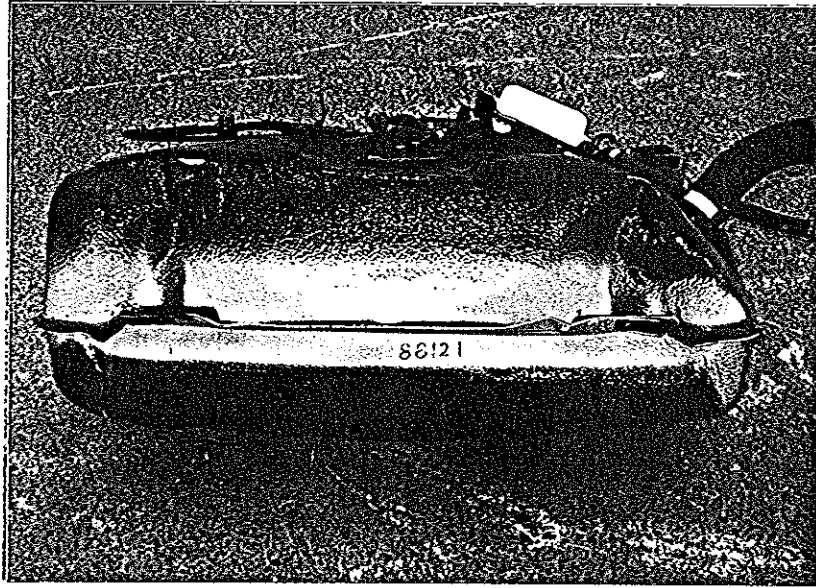


試験後 (Post-Test)

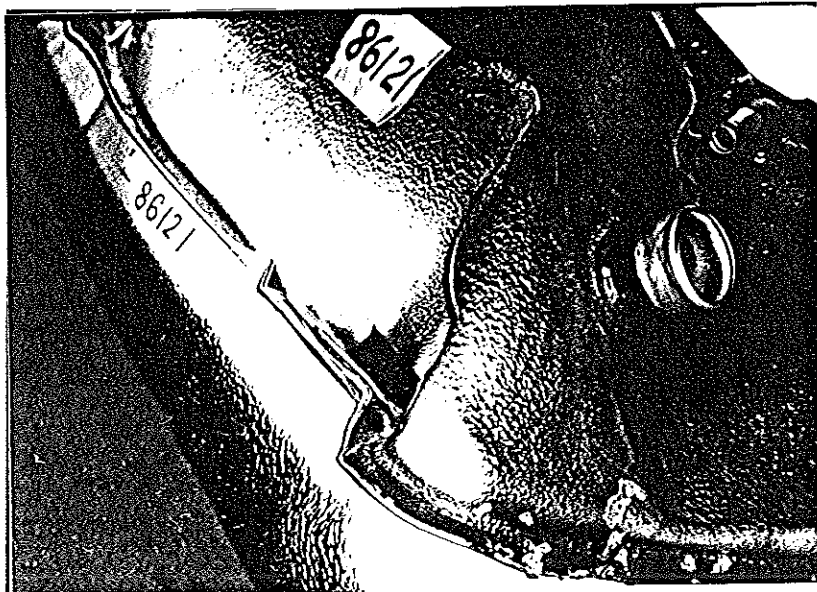
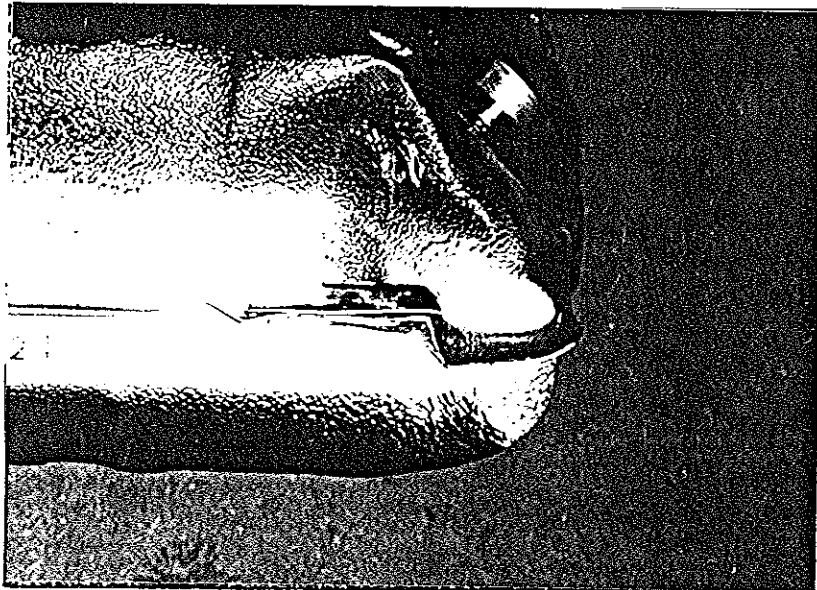
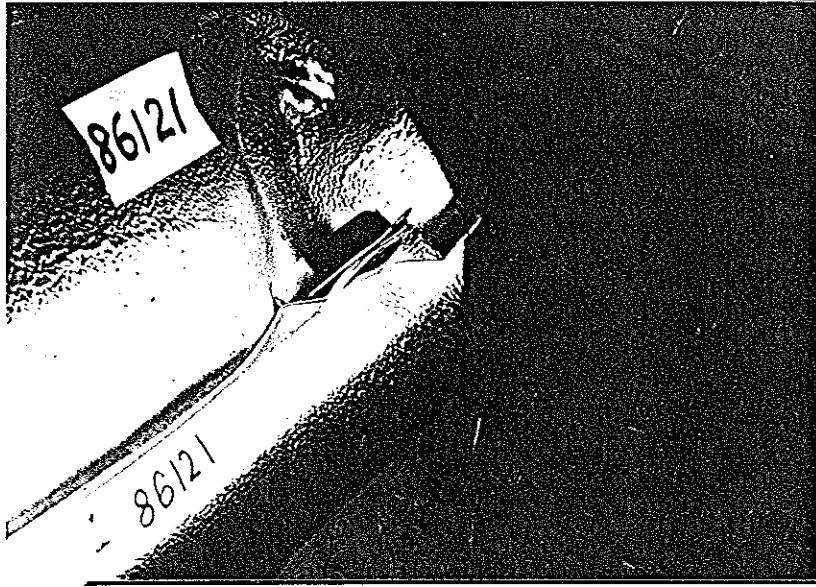




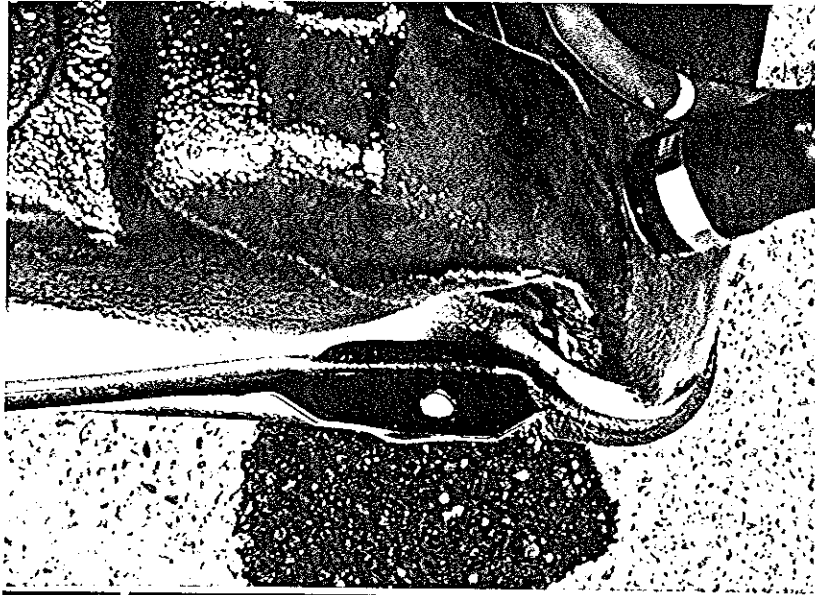
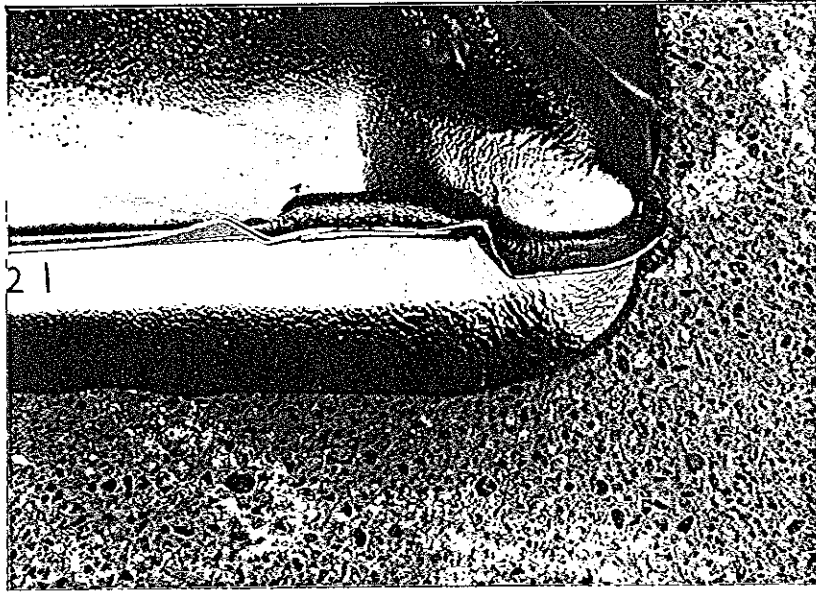
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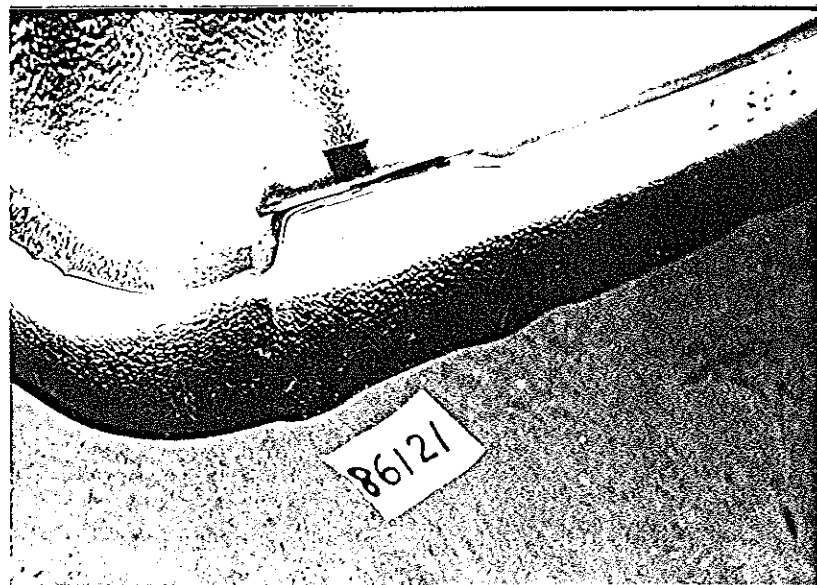
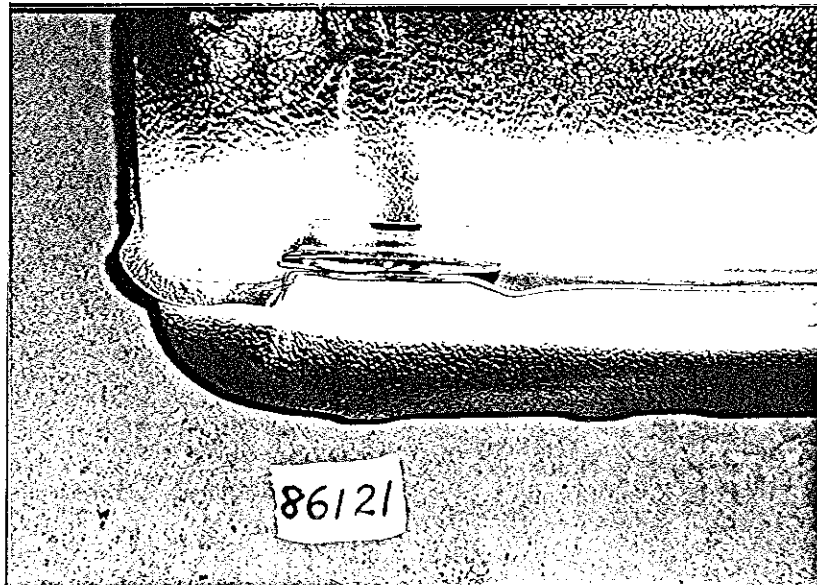
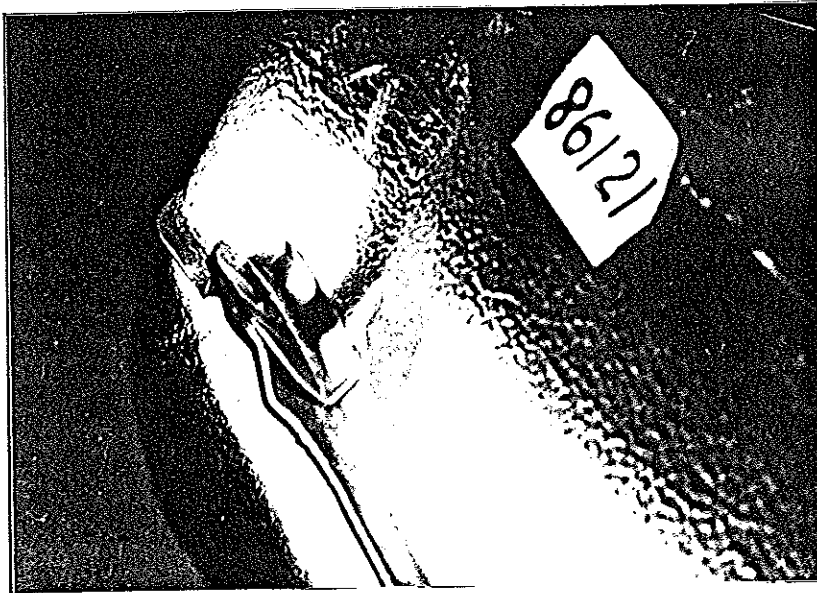
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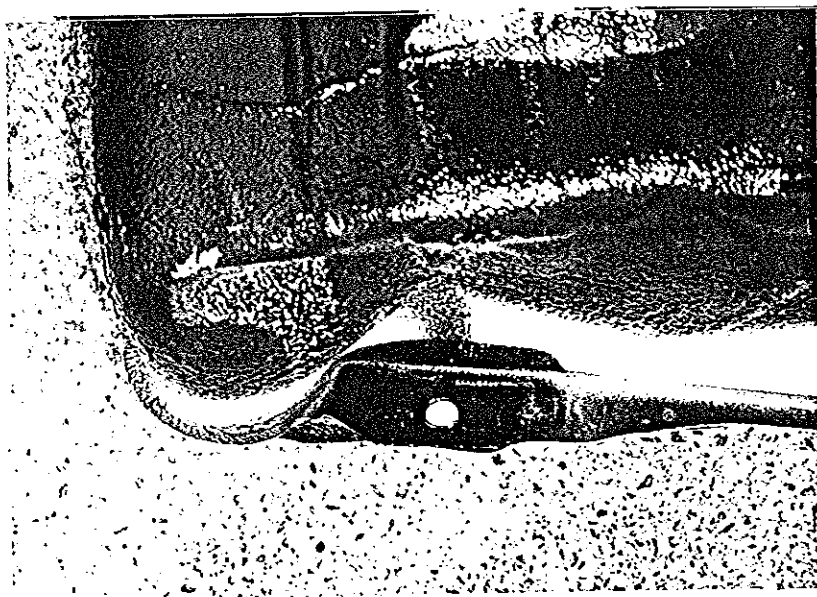
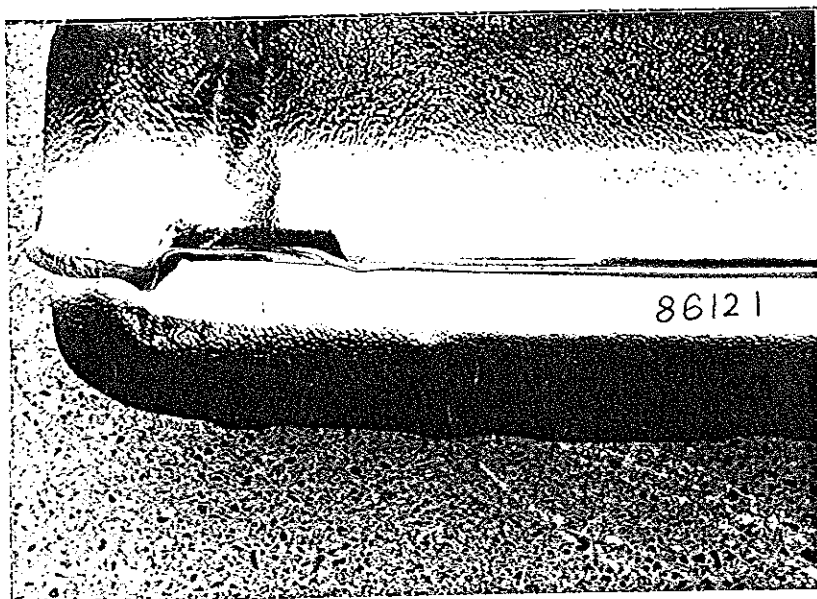
試験後 (Post-Test)



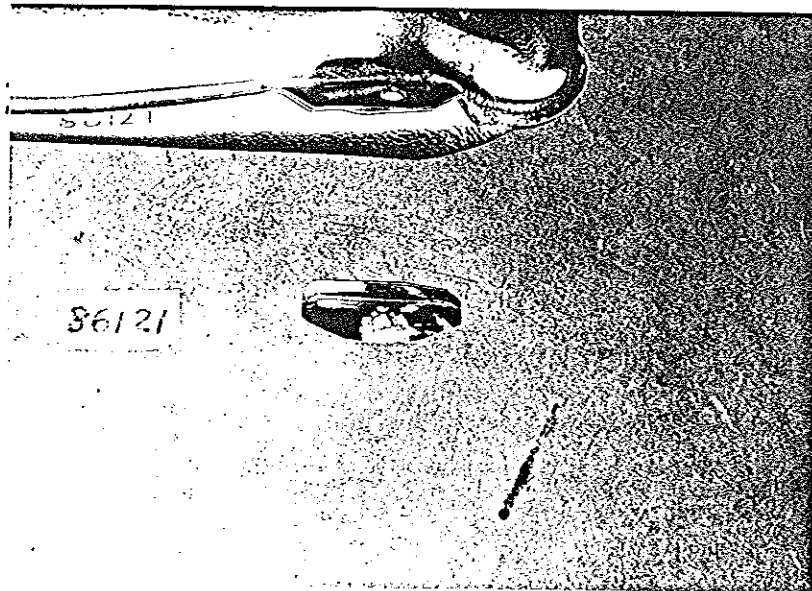
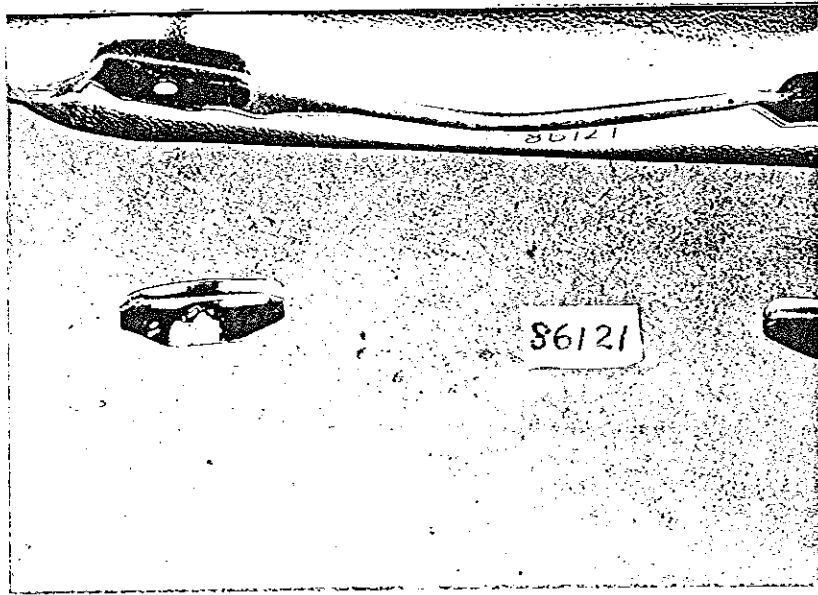
試験後 (Post-Test)



試験後 (Post-Test)

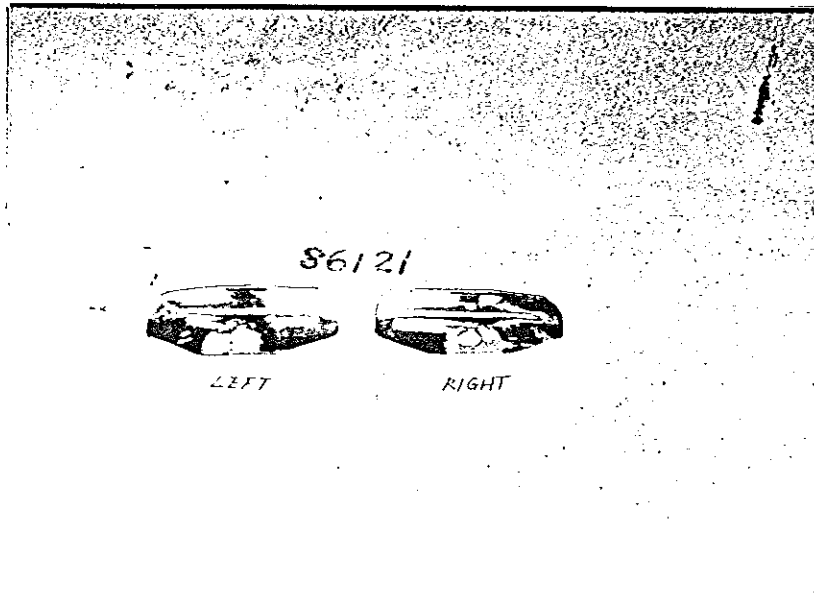
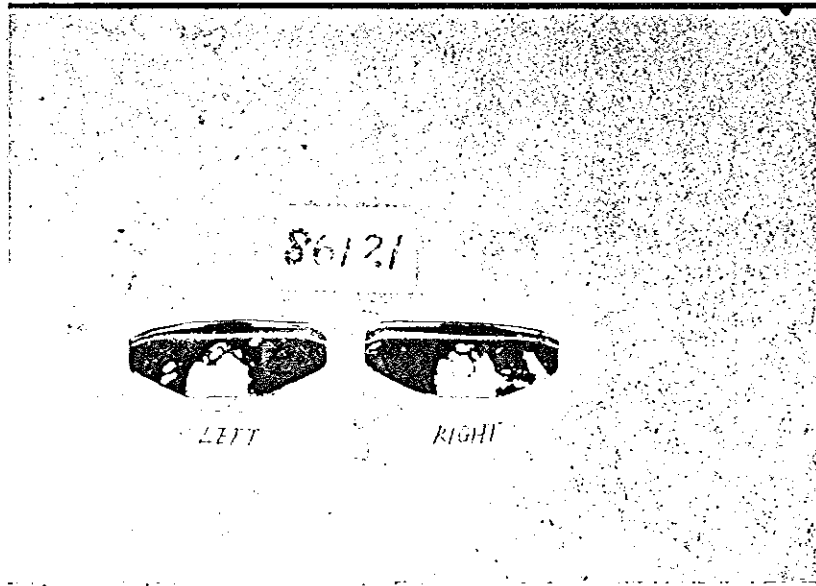


試験後 (Post-Test)



S 211217

試験後 (Post-Test)



S 211218

TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8814

CAR TO CAR FULL

TITLE : FUEL SYSTEM INTEGRITY ( DEVELOPMENT TEST : CAR TO CAR 50 MPH )

Test No. : 86-202

Test Date : 06/20/96

Vehicle : Model SIDEKICK 4door

Body Style VAN

Year 1996

Number JS3TD03V5V4100007

Make Production

Engine : Configuration GIGA

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T ( 4 Speed )

A/C : Yes  No

P/S : Yes  No

P/B : Yes  No

Impact Pattern : REAR -FRONT FULL LAP

Striking Car Type : TOYOTA CROWN

VEHICLE	
VELOCITY AT IMPACT	0.0 ( 0.0 ) km/h ( mph )
TEST MASS (INCLUDED DUMMIES)	FRONT 765.0 kg REAR 689.0 kg TOTAL 1454.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

STRIKING CAR	1476.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT	78.6 ( 48.8 ) km/h ( mph )	
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		

**S 211219**



TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-202

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

Test Data :


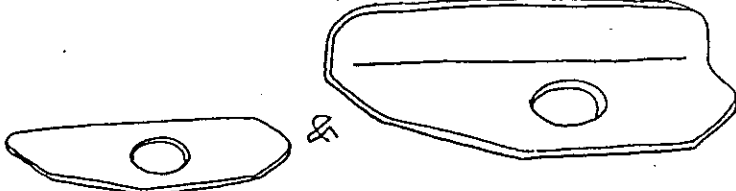
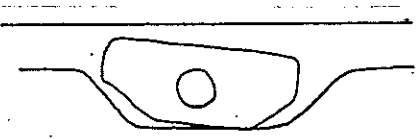
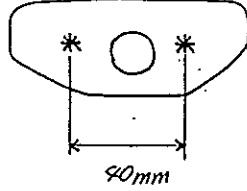
FUEL SPILLAGE BARRIER IMPACT SITE		
DURING IMPACT: 0.0 gm		DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT )	: 0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.20.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

**S 211220**

TEST NO. 86202

1. TEST CONDITION

VEHICLE		IWATA '96 MY 4door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		RAIN                      20 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>335.0</td> <td>316.0</td> <td>651.0</td> </tr> <tr> <td>RIGHT</td> <td>342.0</td> <td>317.0</td> <td>659.0</td> </tr> <tr> <td>TOTAL</td> <td>677.0</td> <td>633.0</td> <td>1310.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	335.0	316.0	651.0	RIGHT	342.0	317.0	659.0	TOTAL	677.0	633.0	1310.0
	FRONT	REAR	TOTAL																
LEFT	335.0	316.0	651.0																
RIGHT	342.0	317.0	659.0																
TOTAL	677.0	633.0	1310.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>381.0</td> <td>341.0</td> <td>722.0</td> </tr> <tr> <td>RIGHT</td> <td>384.0</td> <td>348.0</td> <td>732.0</td> </tr> <tr> <td>TOTAL</td> <td>765.0</td> <td>689.0</td> <td>1454.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	381.0	341.0	722.0	RIGHT	384.0	348.0	732.0	TOTAL	765.0	689.0	1454.0
	FRONT	REAR	TOTAL																
LEFT	381.0	341.0	722.0																
RIGHT	384.0	348.0	732.0																
TOTAL	765.0	689.0	1454.0																

**S 211221**

## 1. TEST CONDITION (CONTINUED)

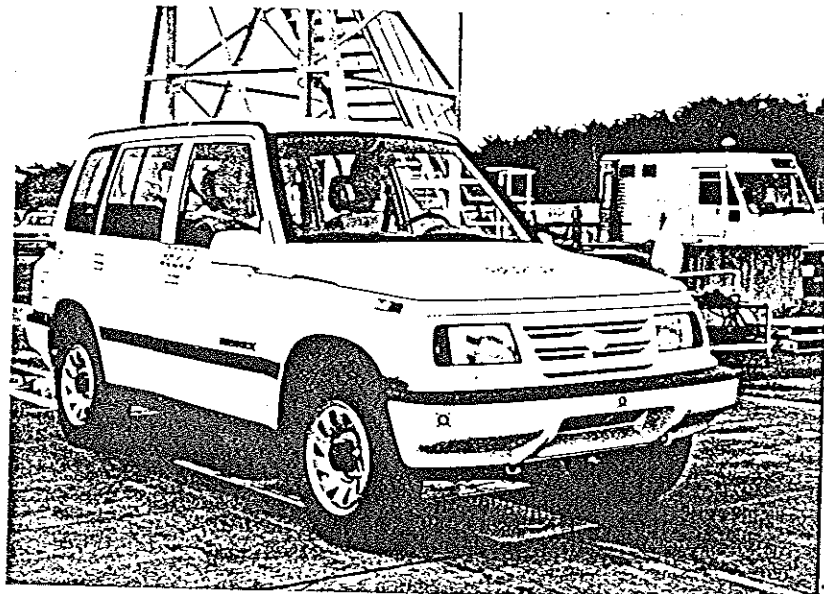
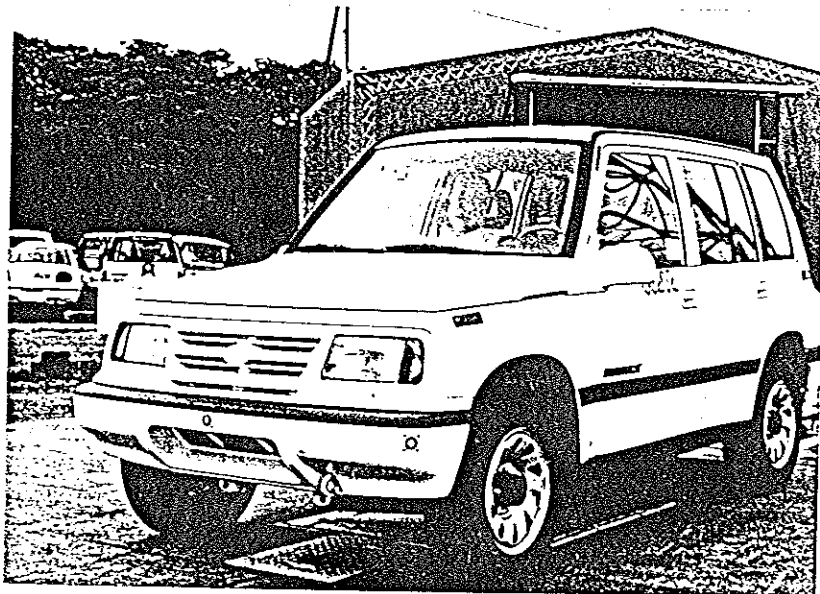
86202

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	769	766
	RIGHT	767	762
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

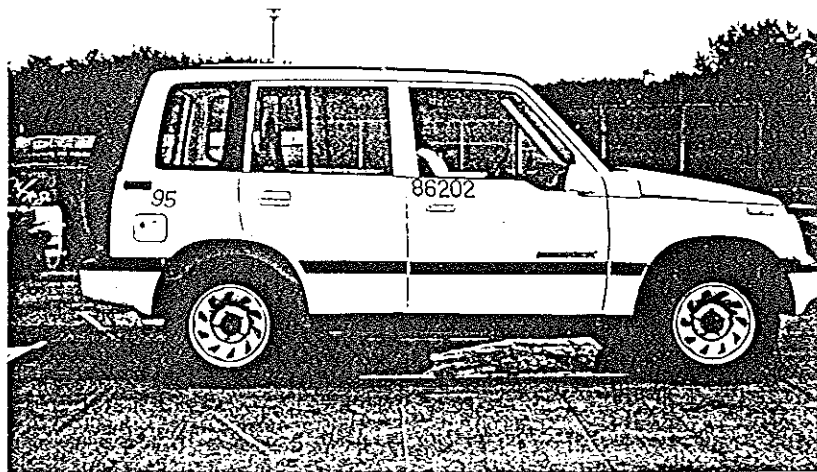
## 2. POST-TEST CONDITION

TEST SPEED	78.6 km/h	
DEVIATION OF MOVING BARRIER	85mm Right	
VEHICLE DEFORMATION (MM)	LEFT	490
	CENTER	457
	RIGHT	507
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

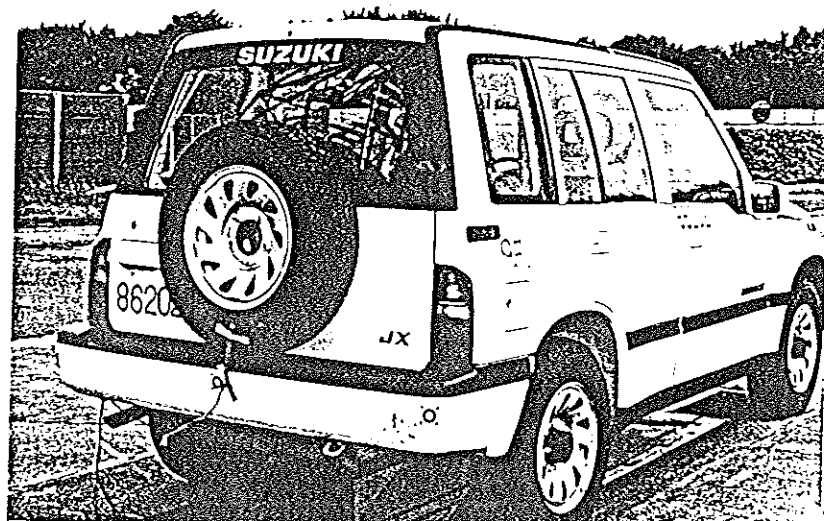
試験前 (Pre-Test)



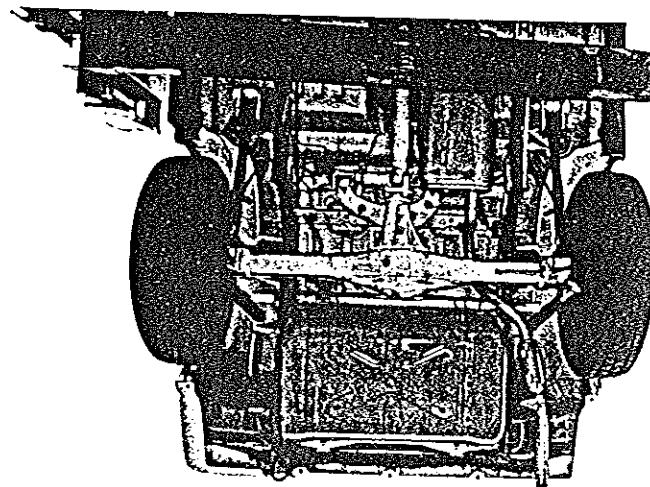
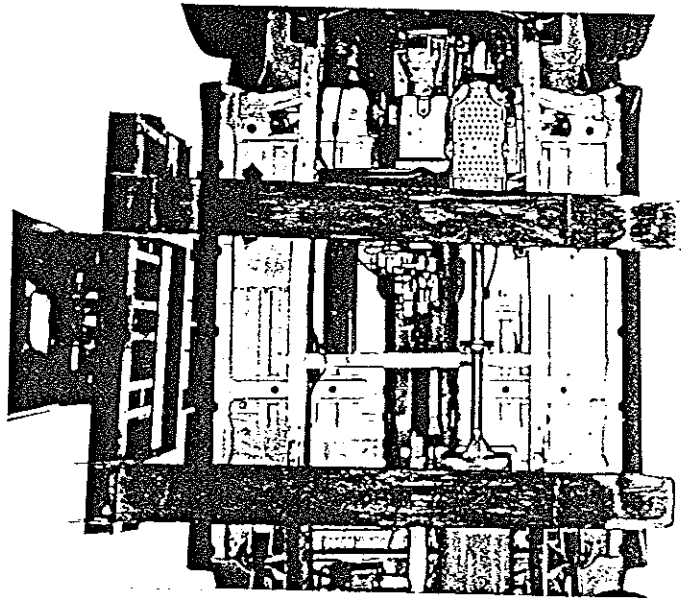
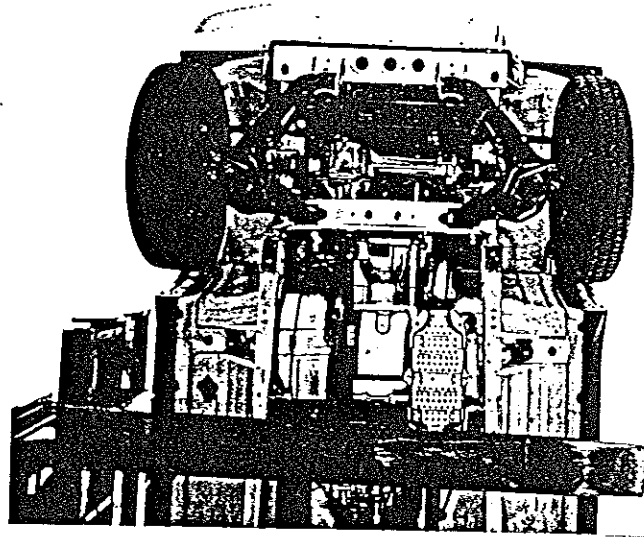
試験前 (Pre-Test)



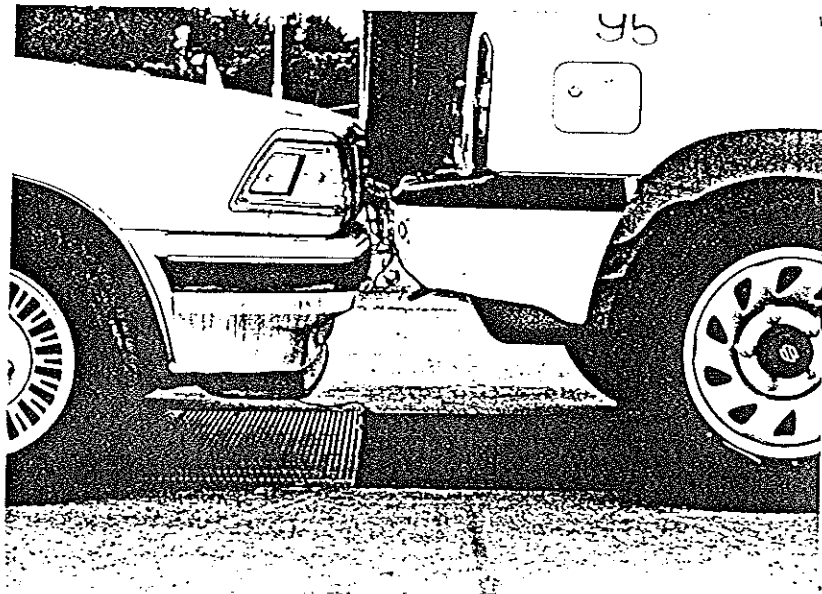
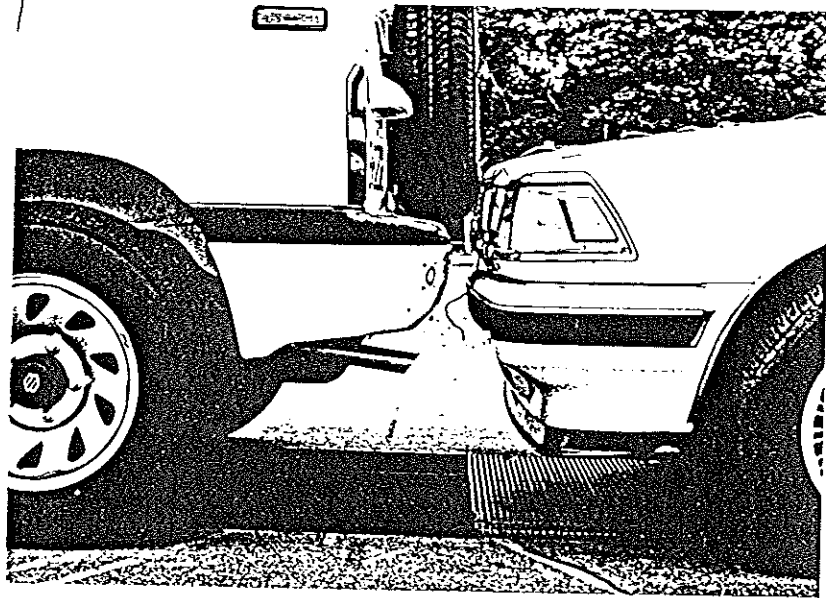
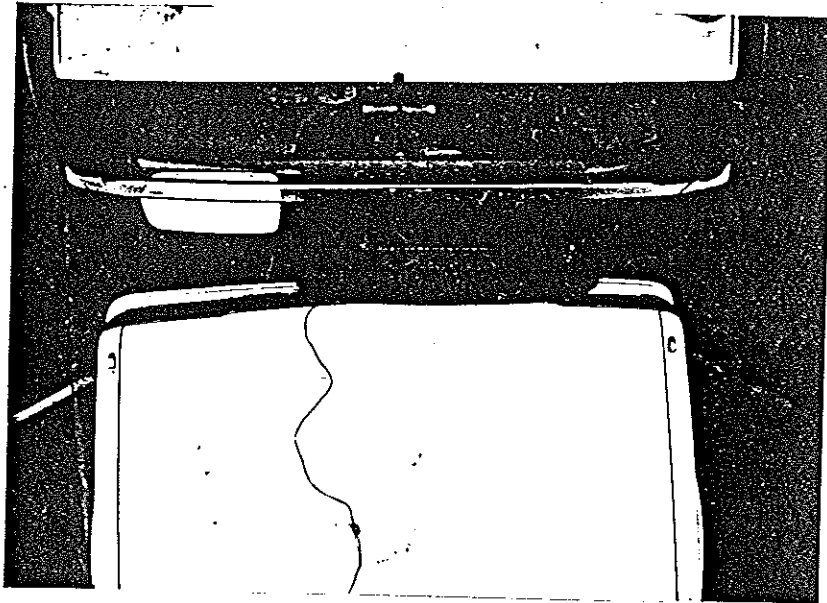
試験前 (Pre-Test)



試験前 (Pre-Test)

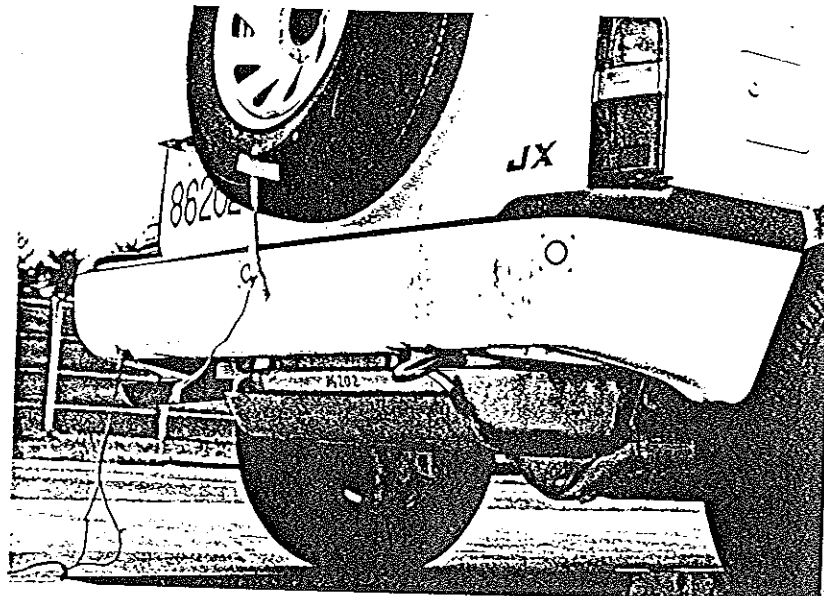
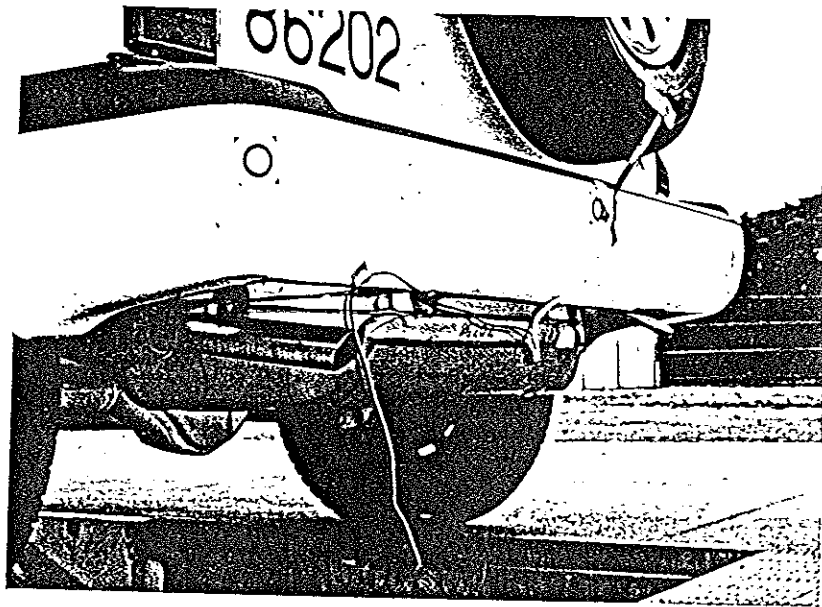
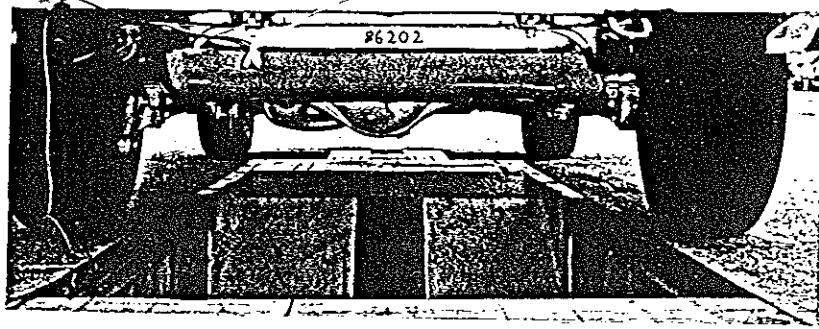
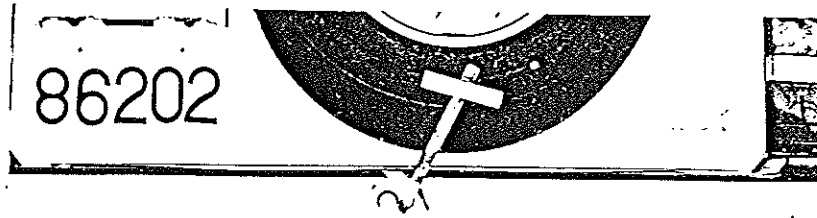


試験前 (Pre-Test)

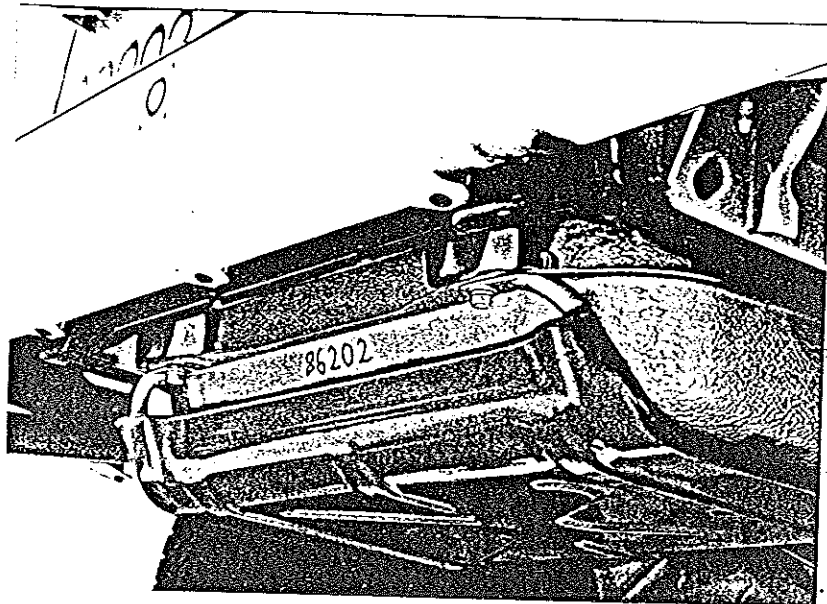
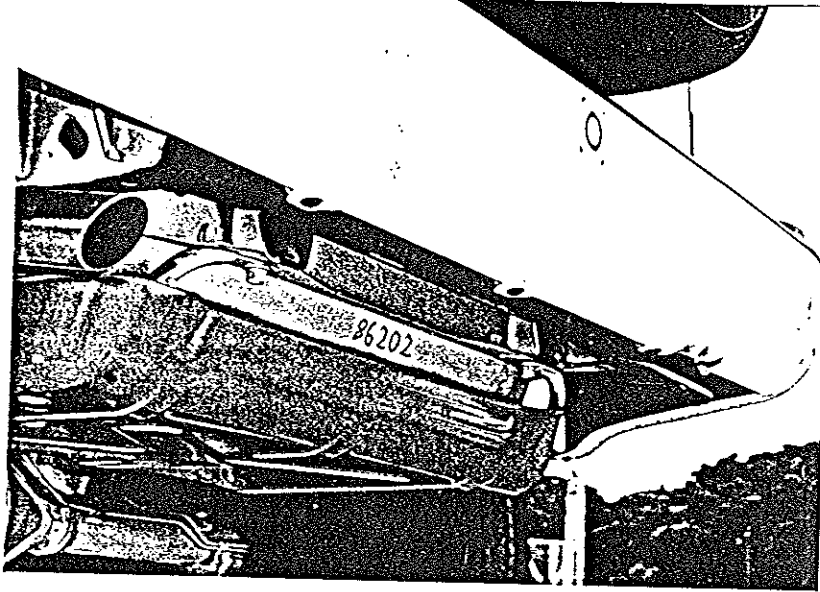
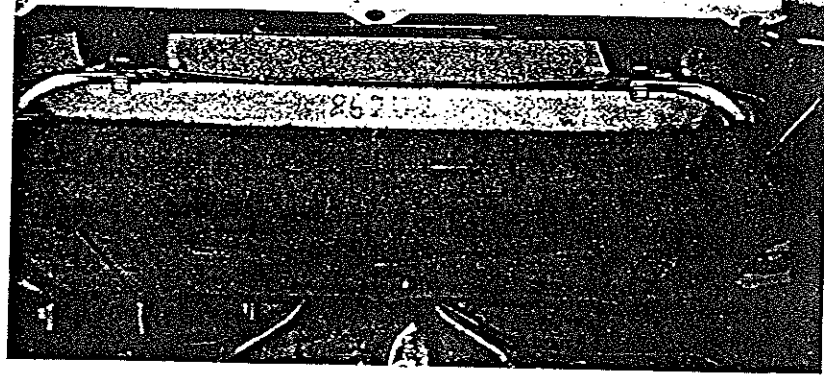




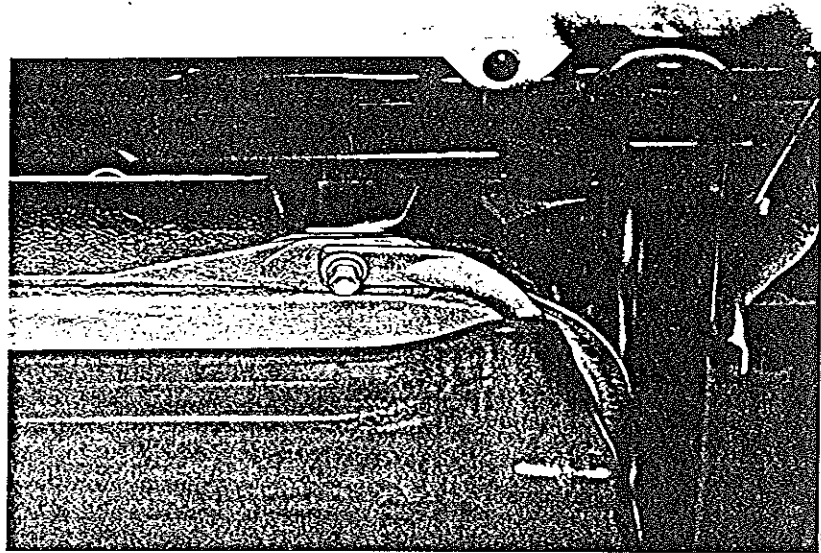
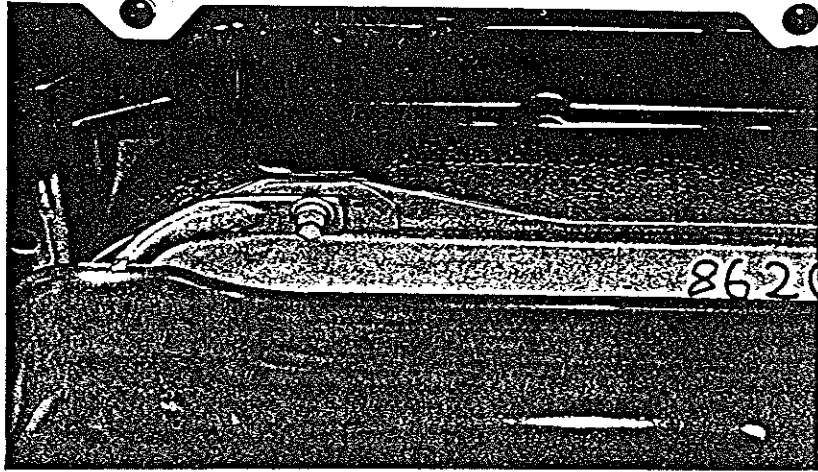
試験前 (Pre-Test)



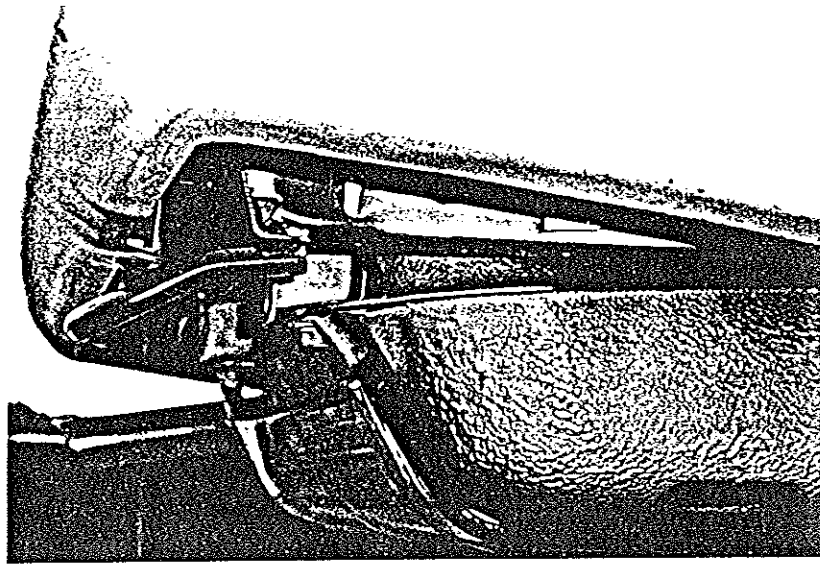
試験前 (Pre-Test)



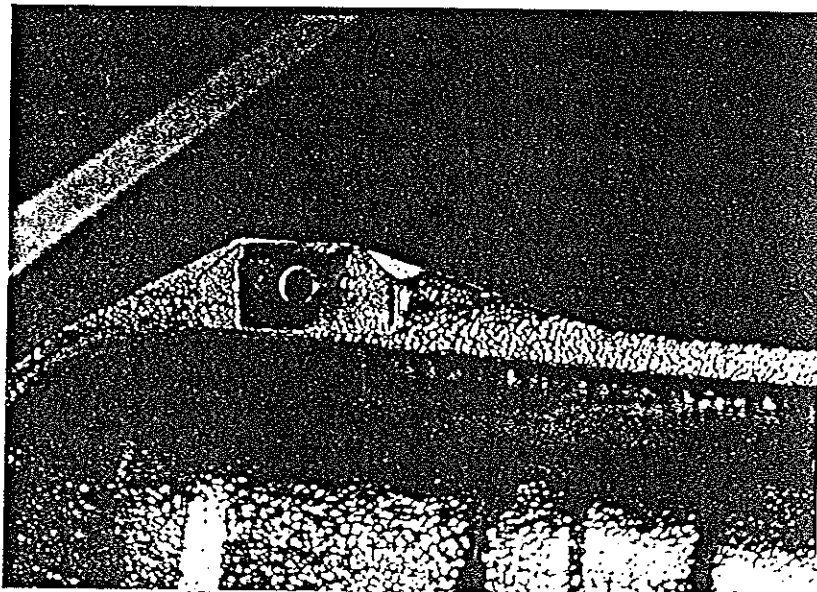
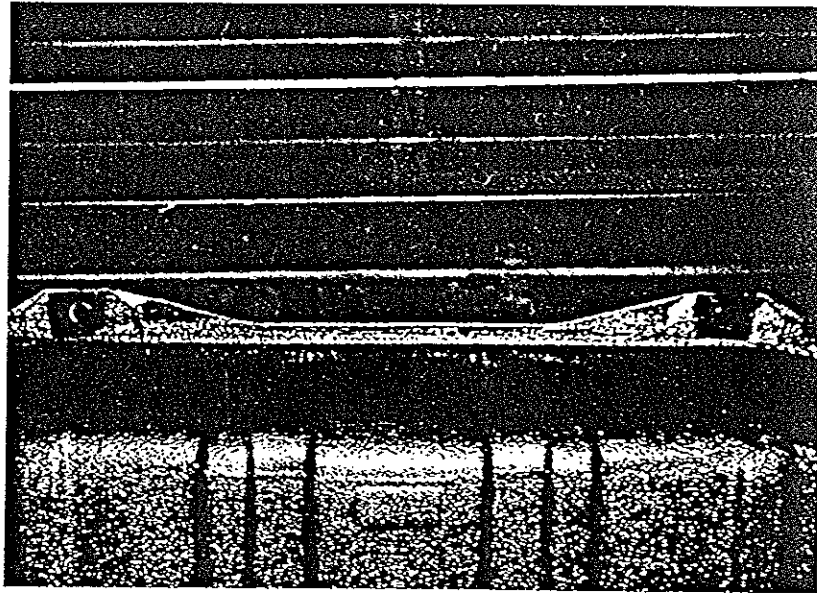
試験前 (Pre-Test)



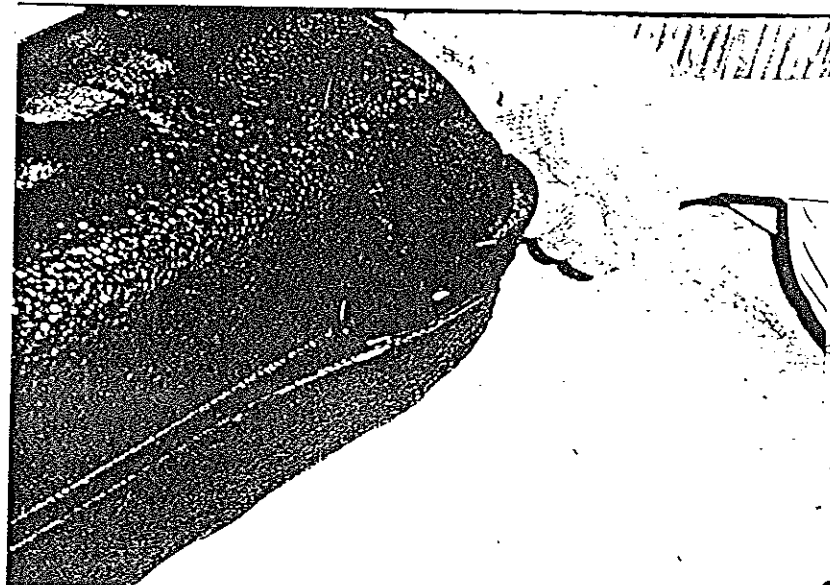
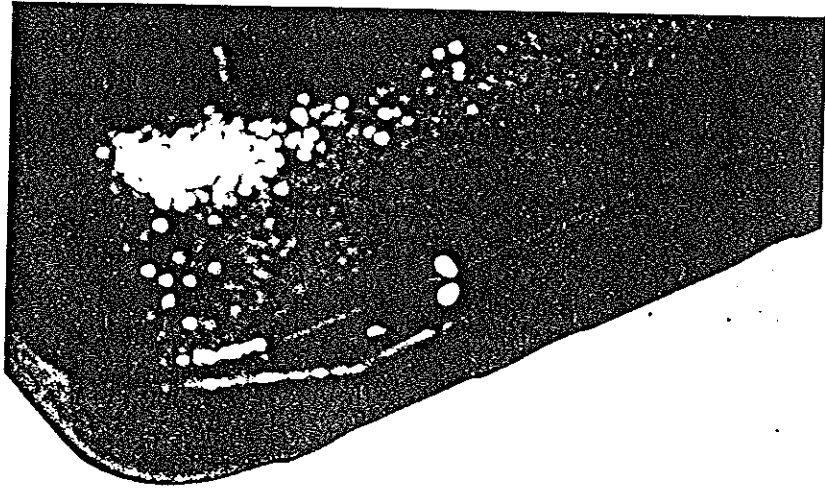
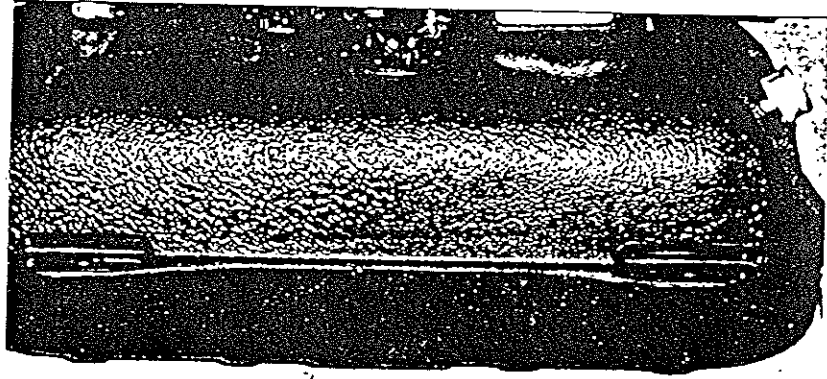
試験前 (Pre-Test)



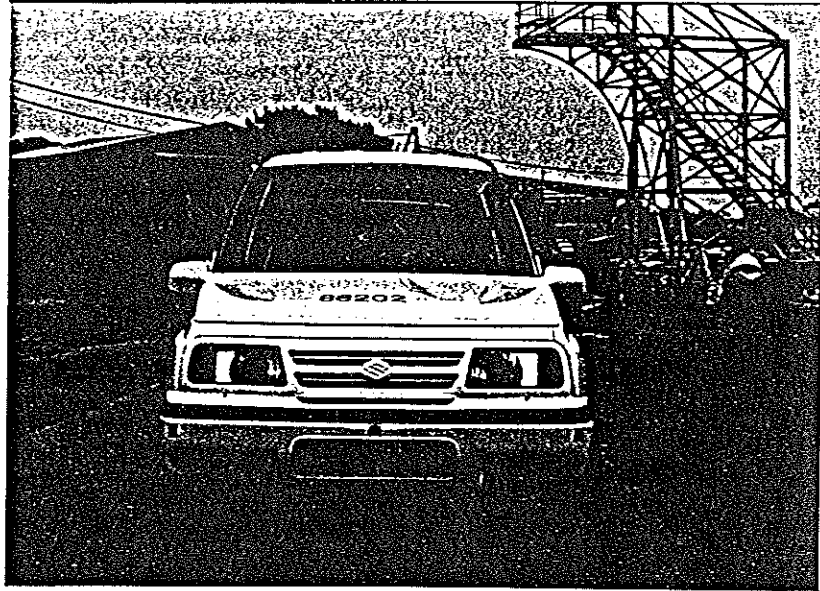
試験前 (Pre-Test)



試験前 (Pre-Test)



試験後 (Post-Test)

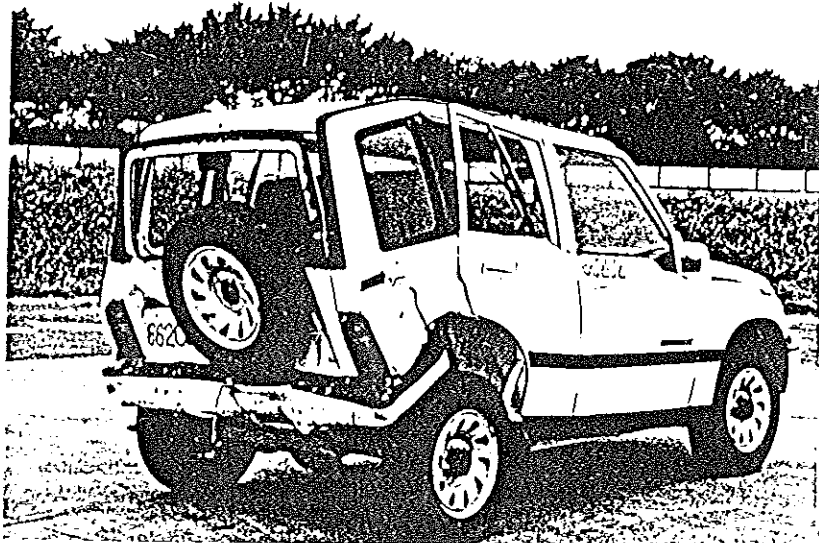


試験後 (Post-Test)

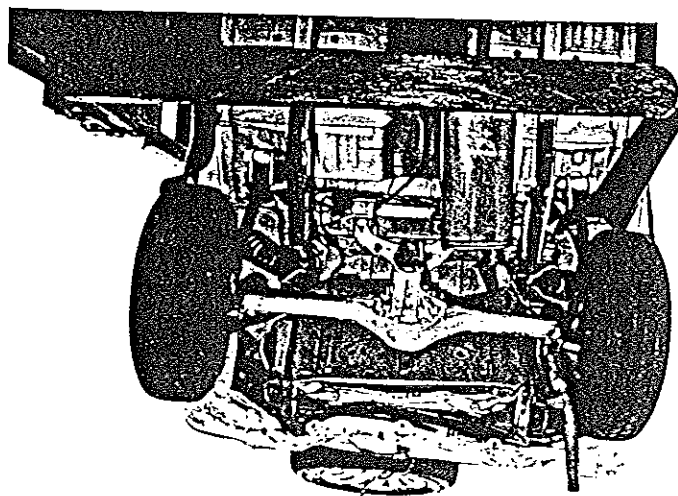
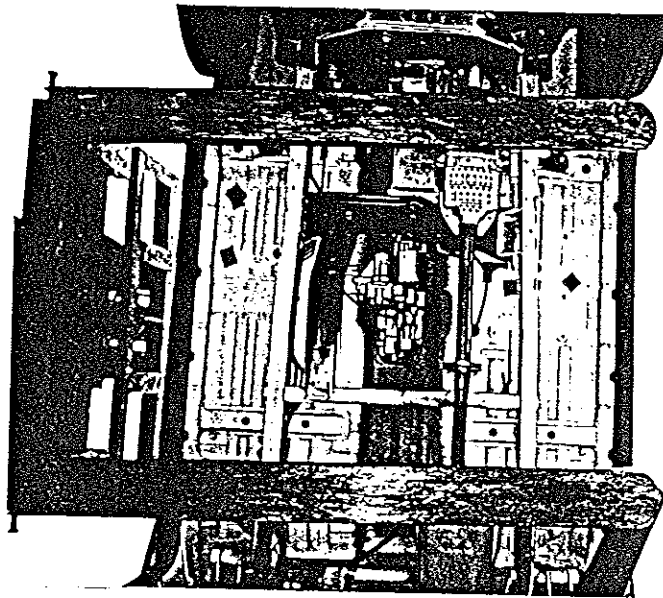
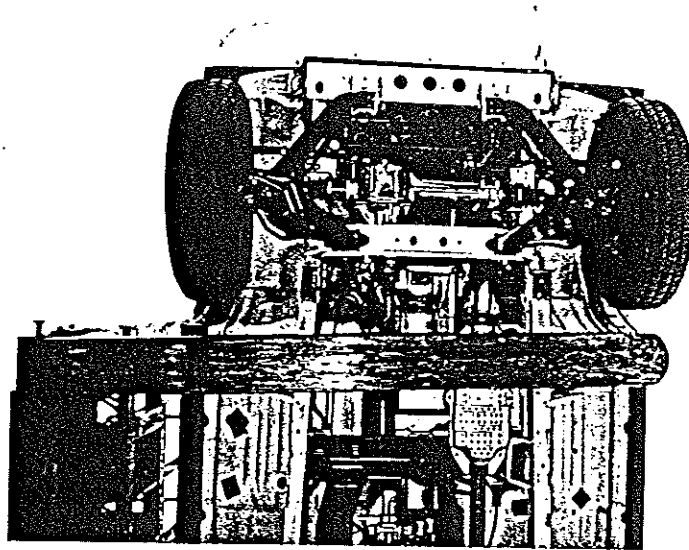




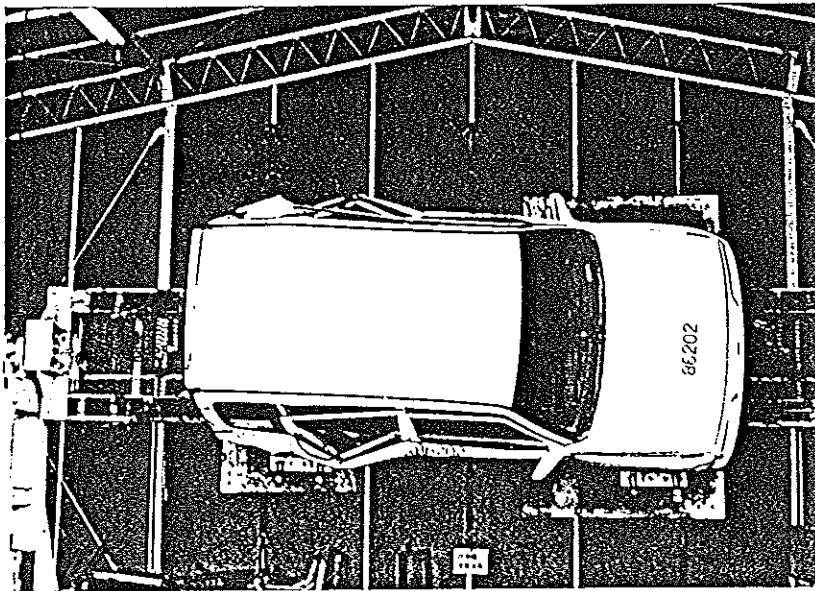
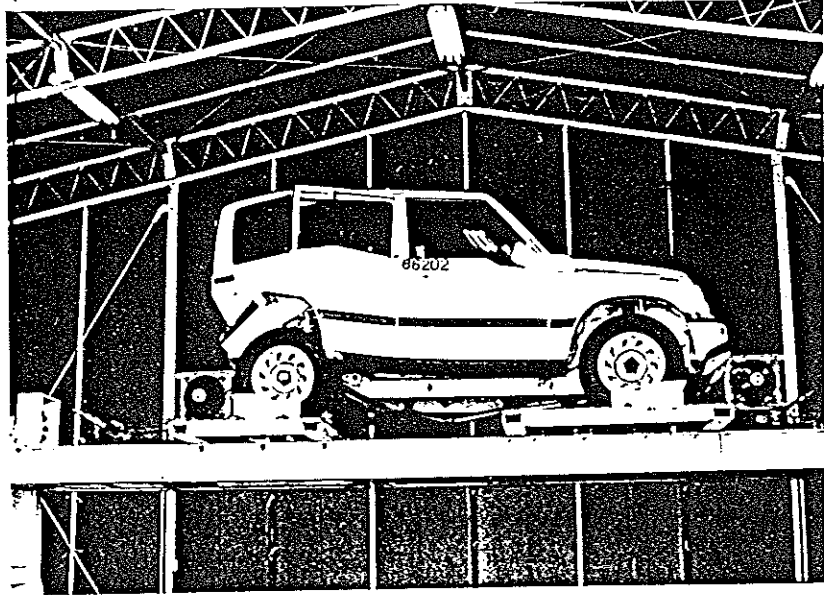
試験後 (Post-Test)



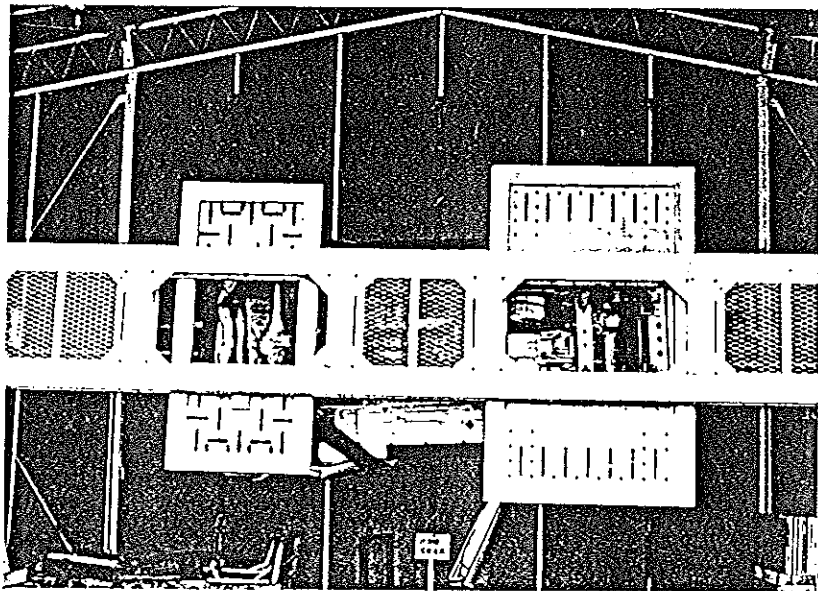
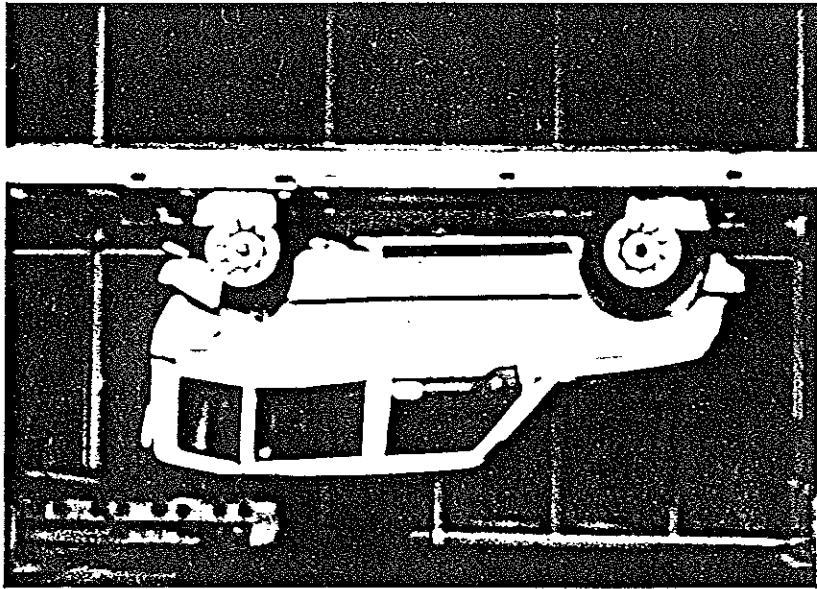
試験後 (Post-Test)



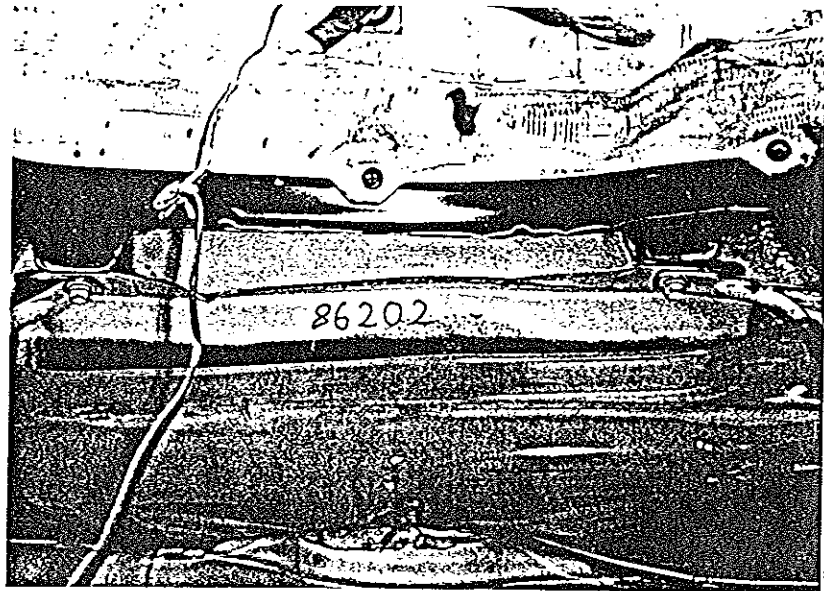
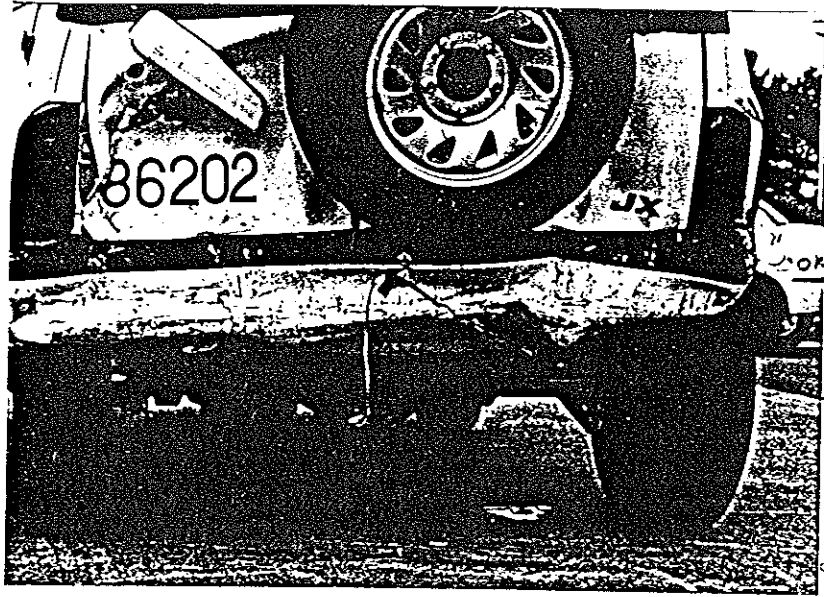
試験後 (Post-Test)



試験後 (Post-Test)

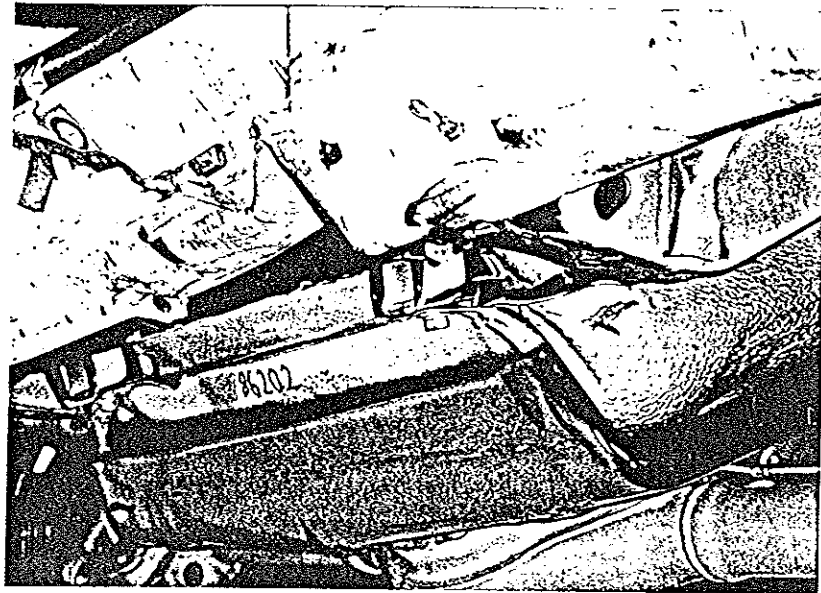
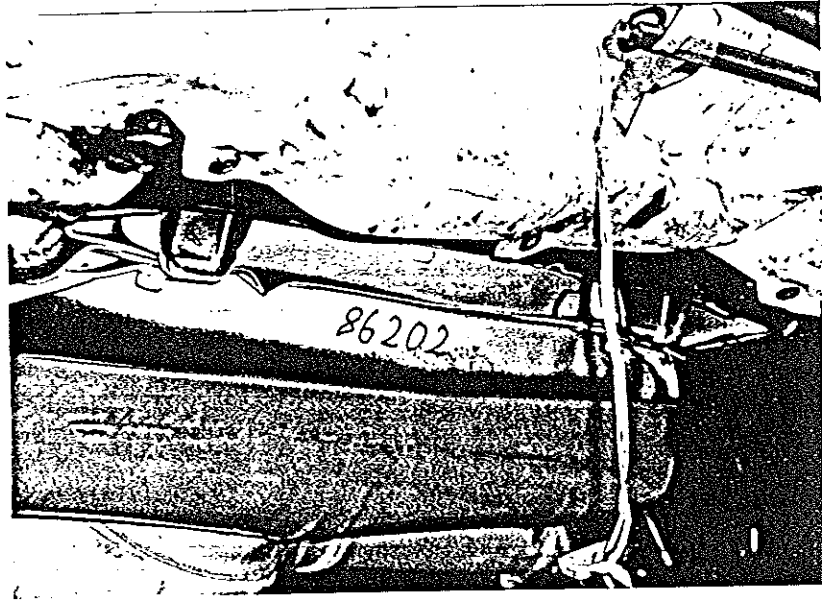


試験後 (Post-Test)



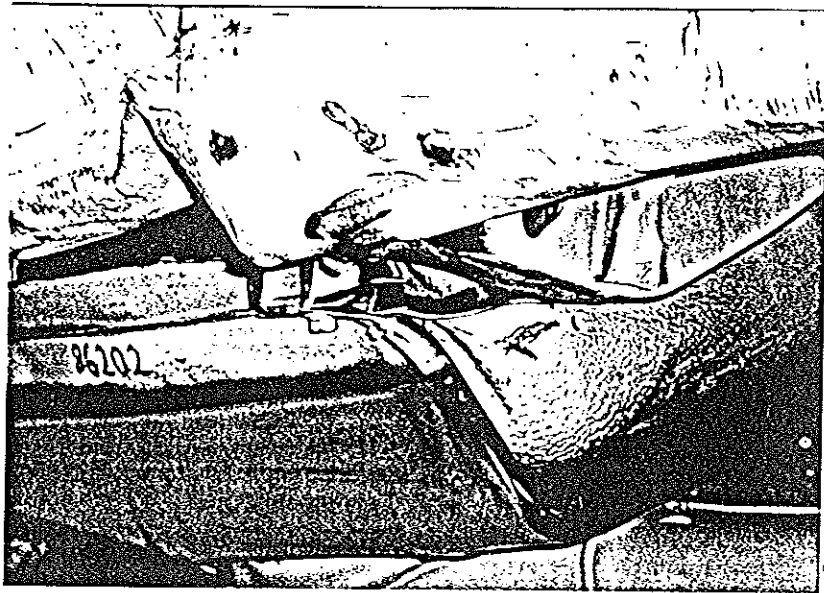
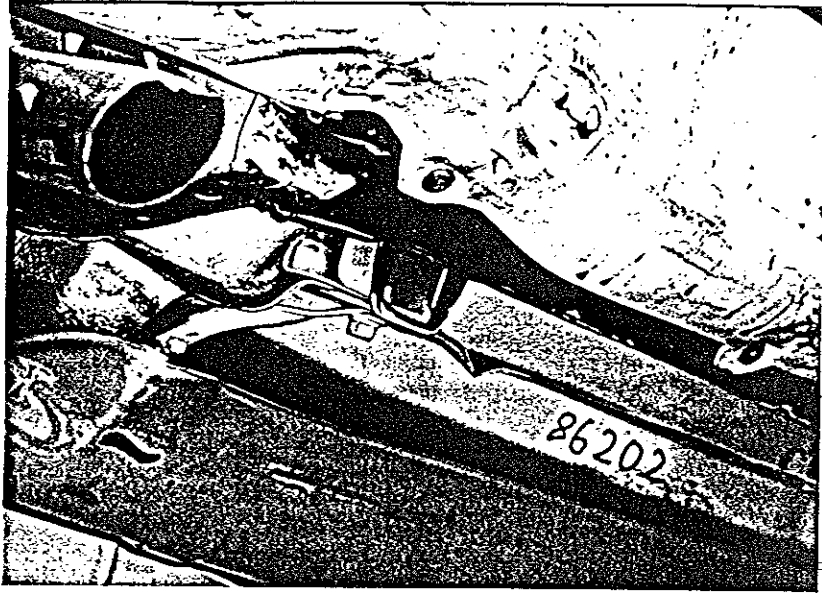
S. 211240

試験後 (Post-Test)



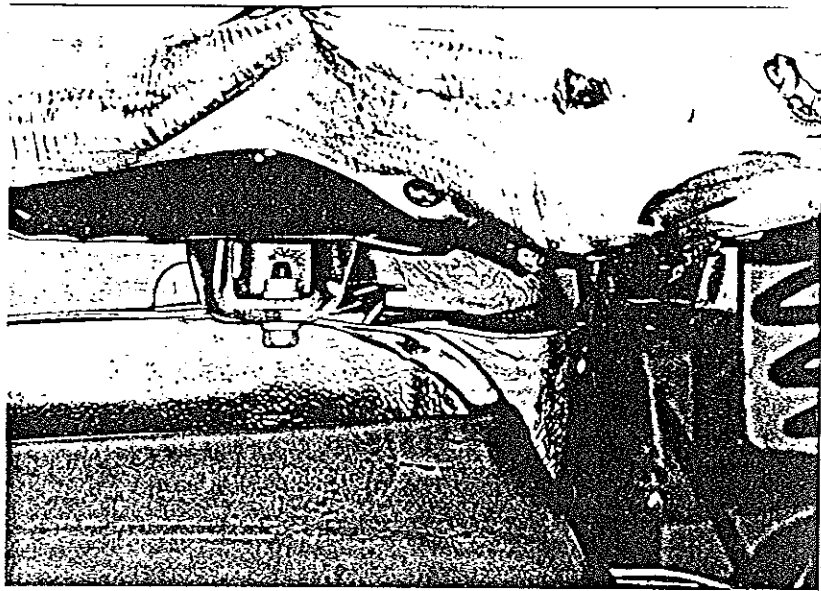
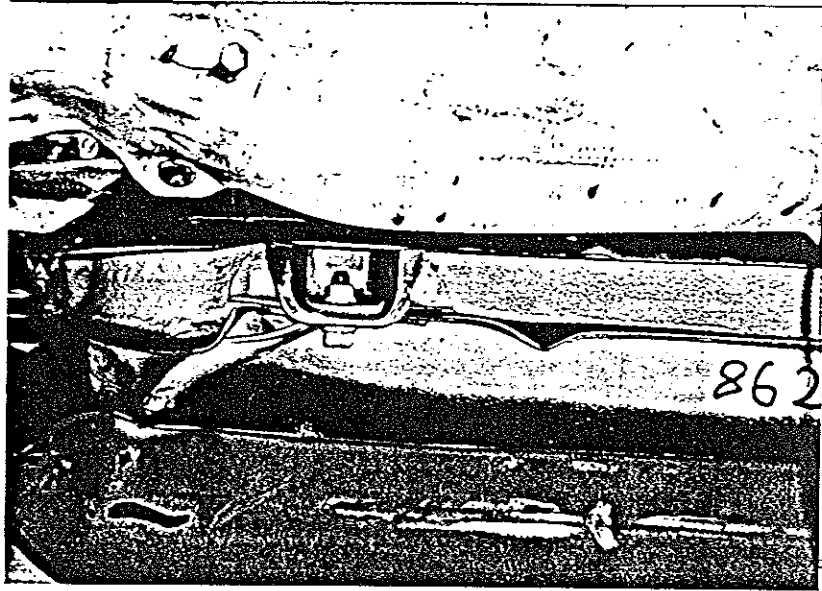
S 211241

試験後 (Post-Test)



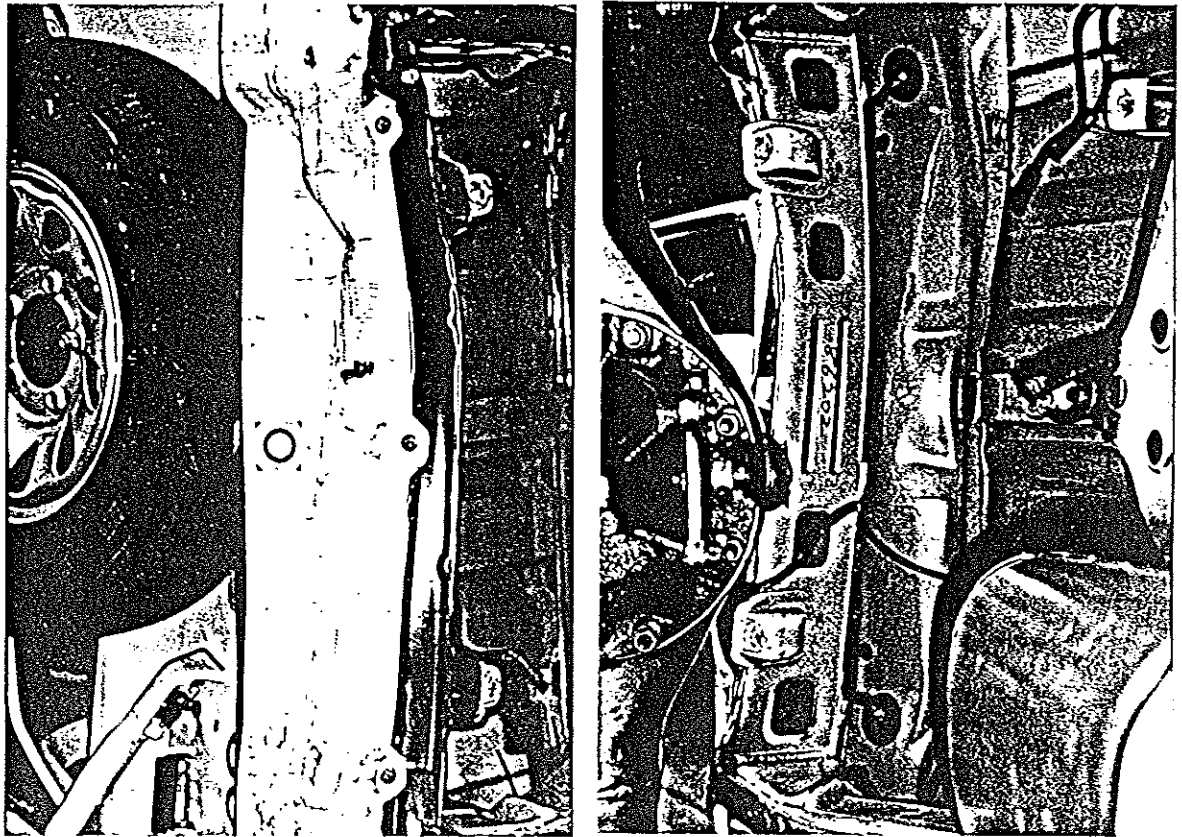
S 211242

試験後 (Post-Test)

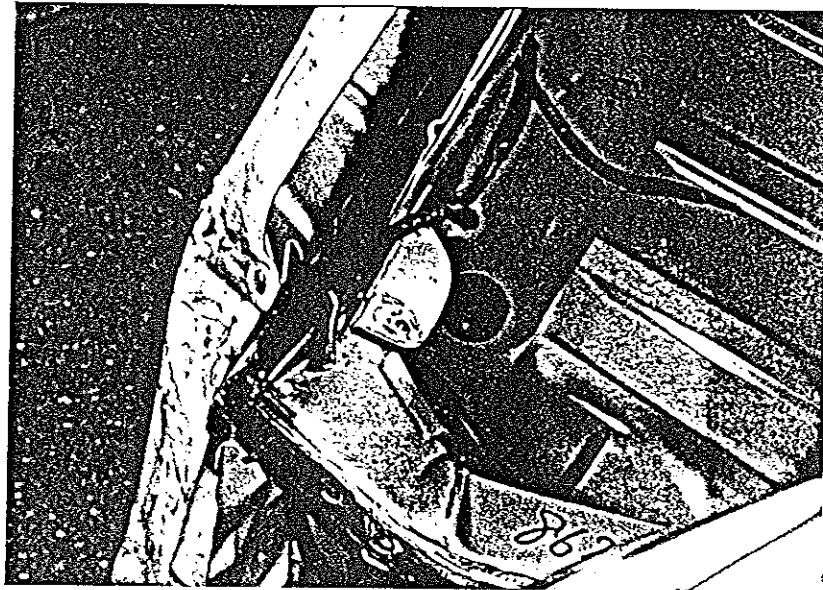
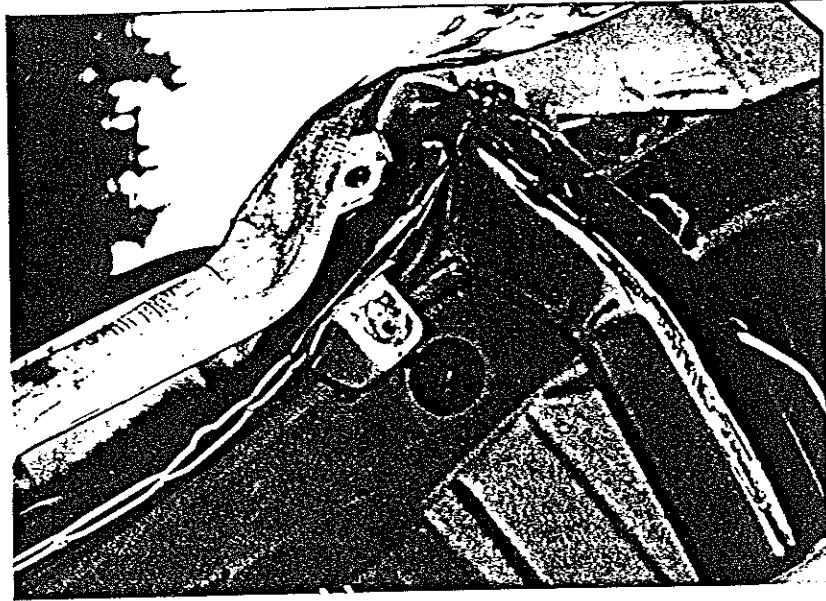




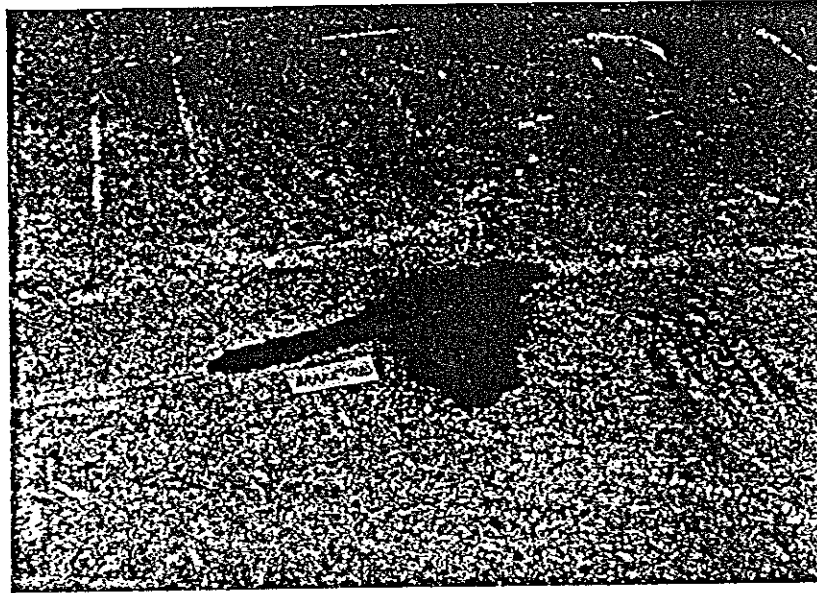
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)

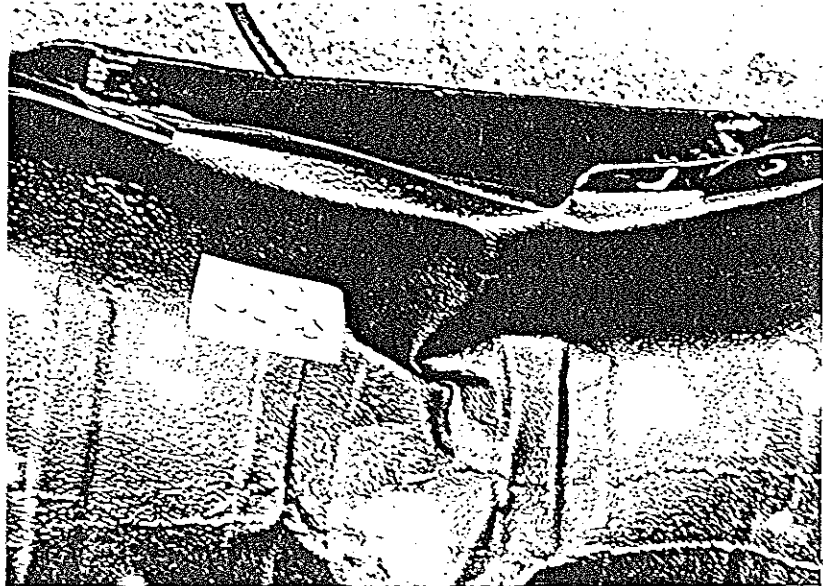
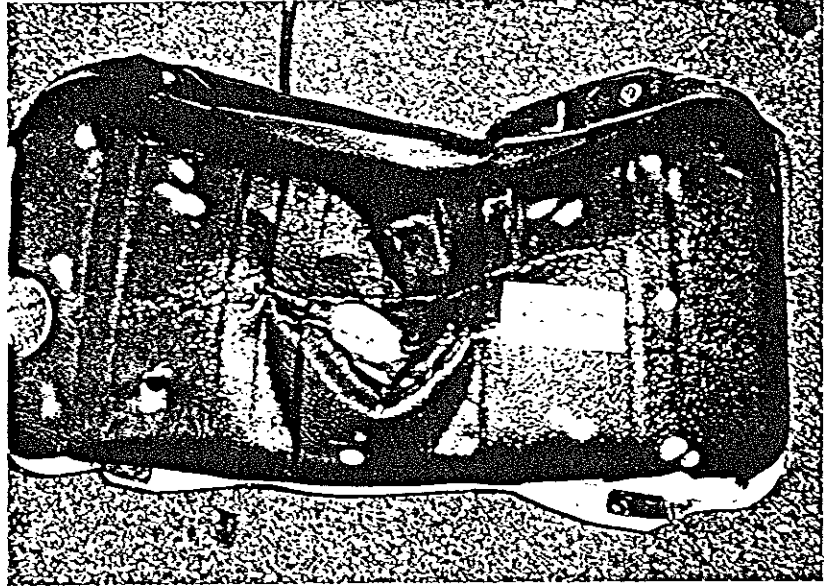


BRAKE OIL

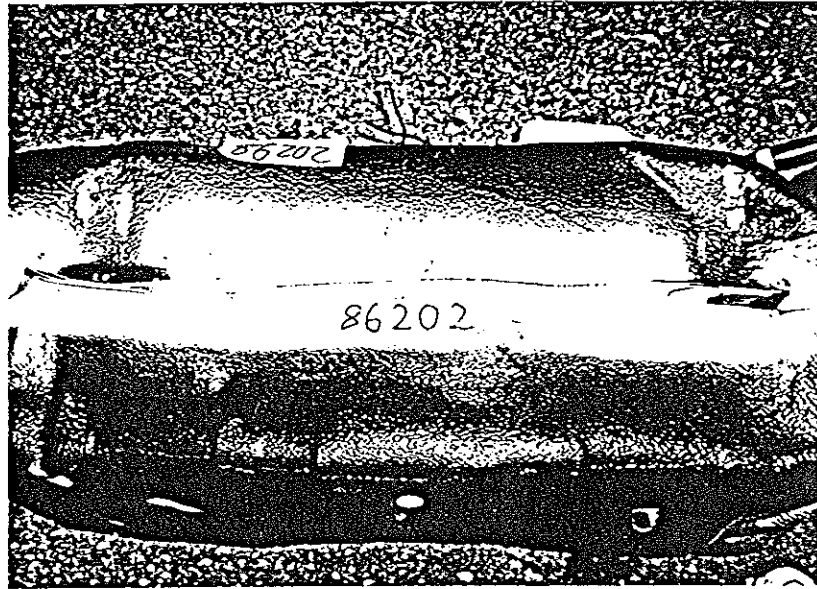


BRAKE HOSE  
TORN

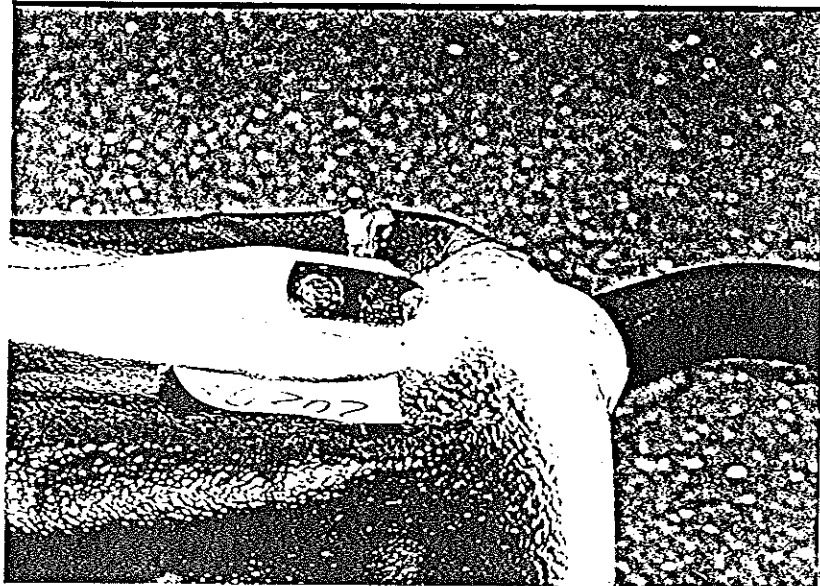
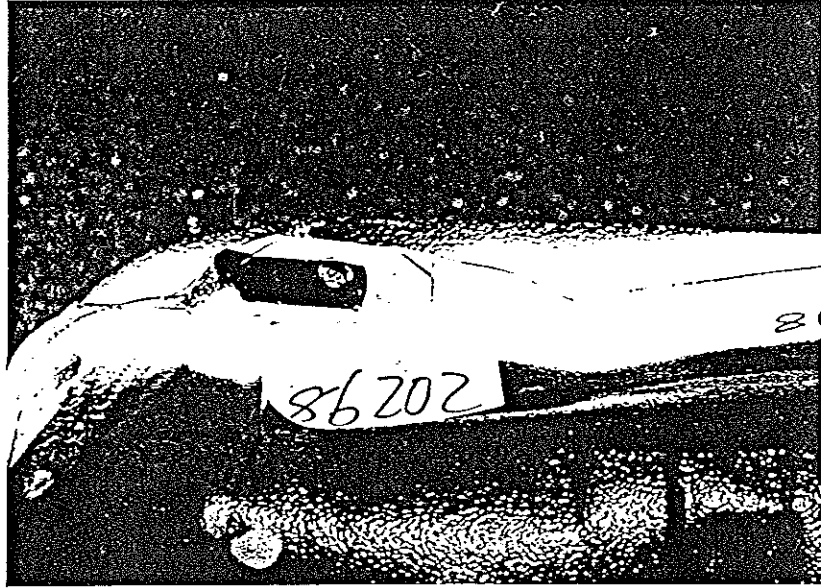
試験後 (Post-Test)



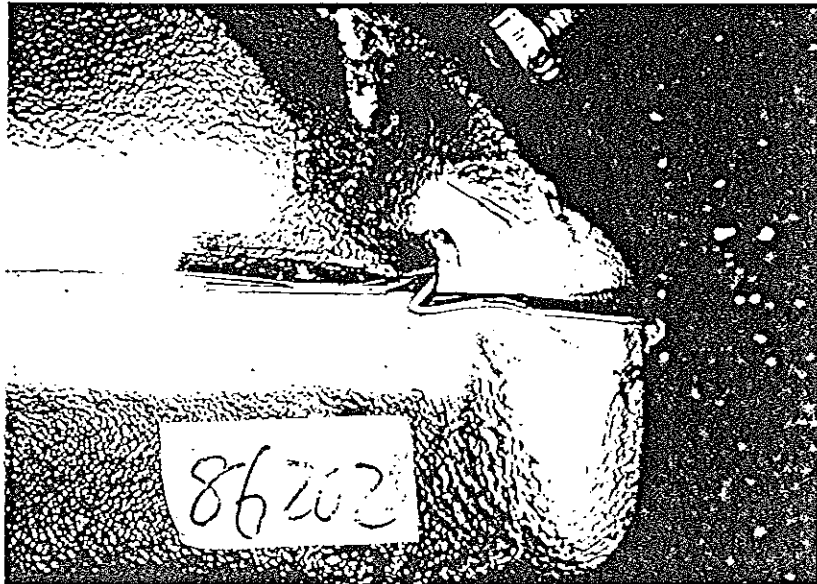
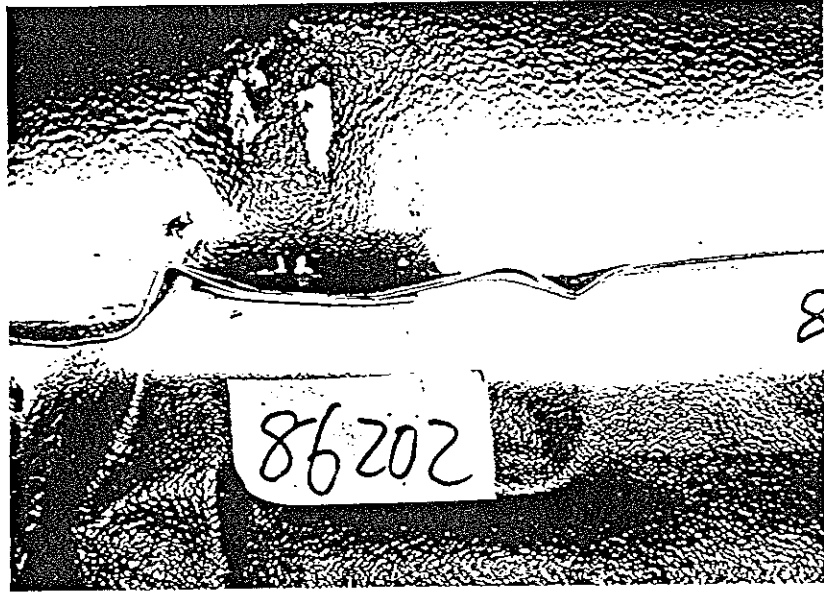
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)

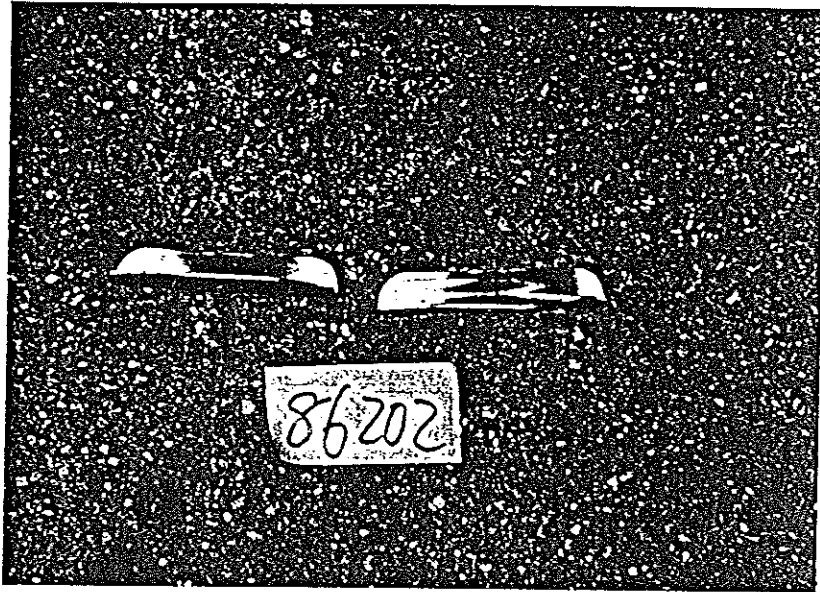
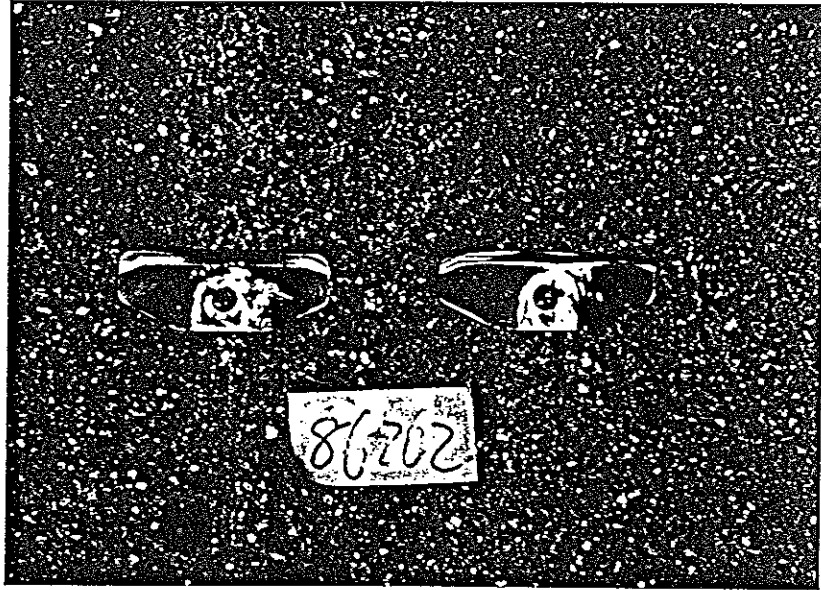


試験後 (Post-Test)

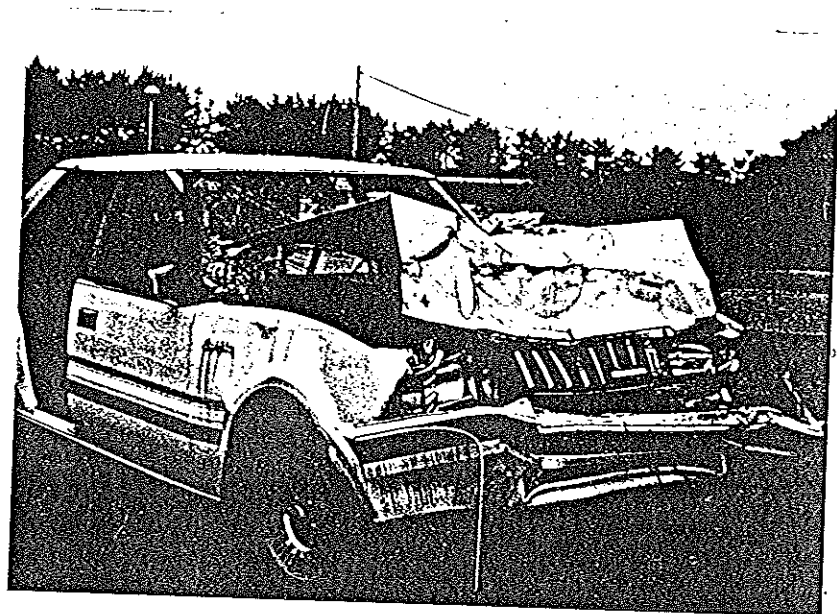
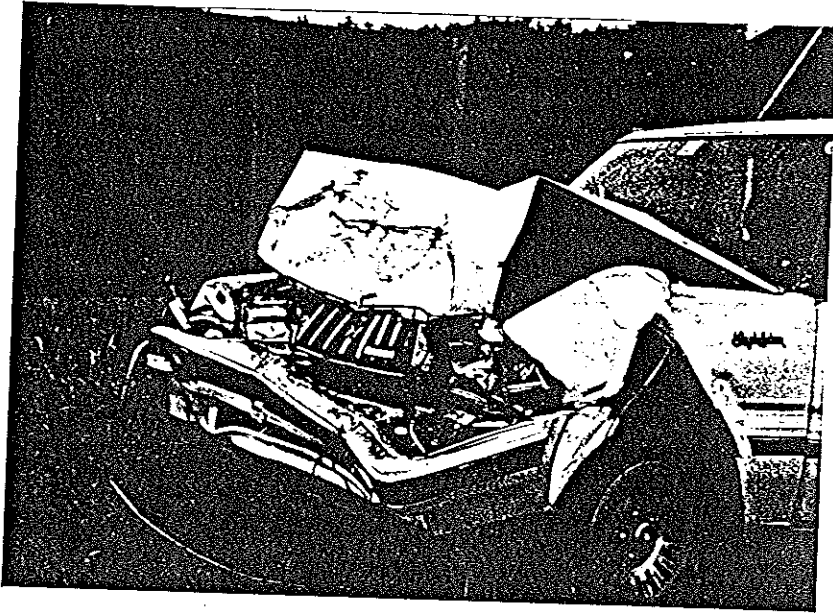
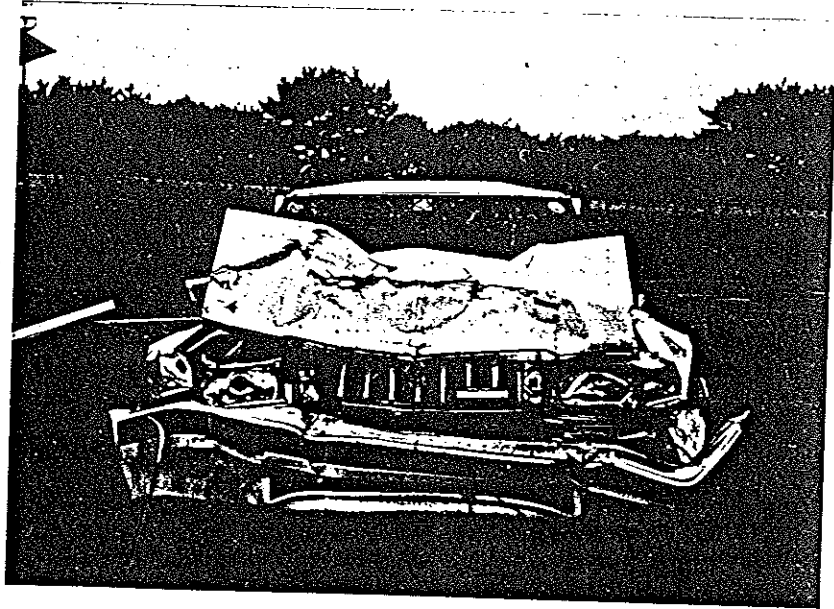




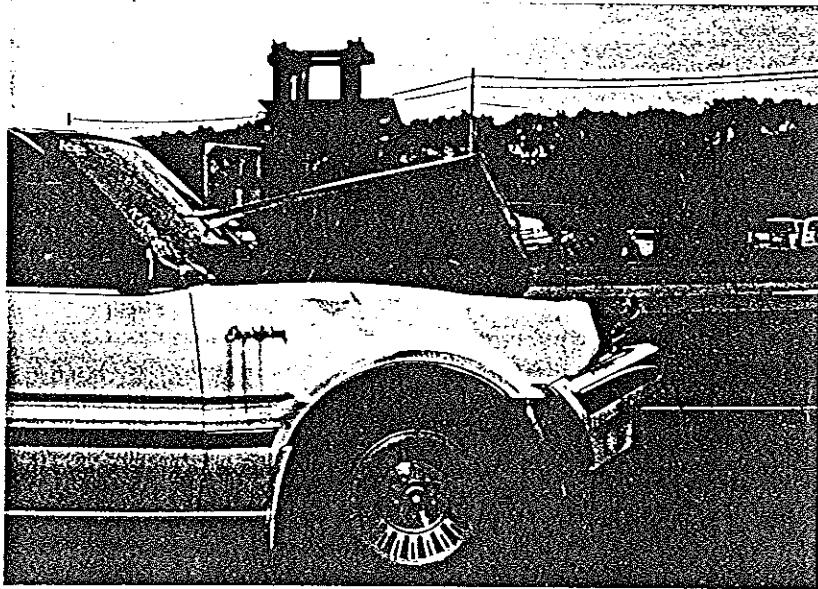
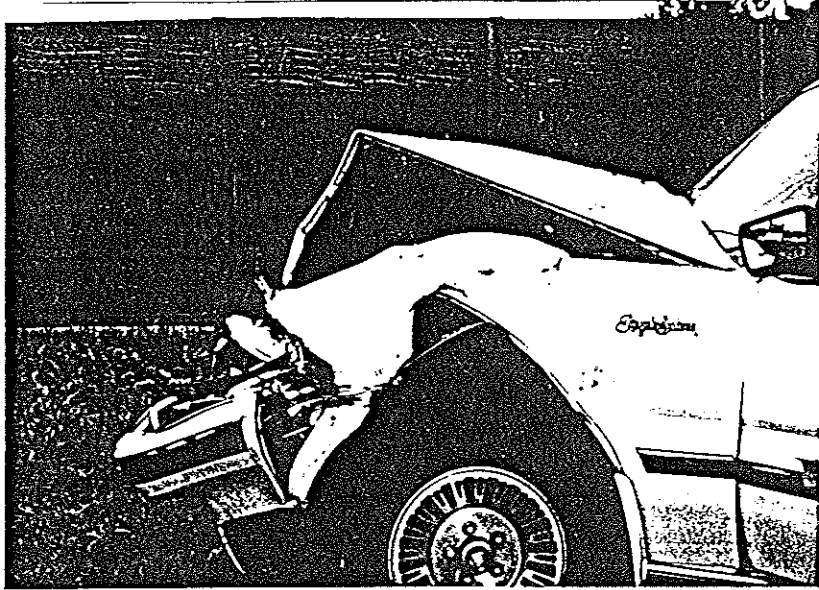
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



# TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-181  
Test Date : 06/18/96

Vehicle : Model TRACKER 4door Body Style VAN Year 1996  
Number 2CNBJ1365T6953984 Make Production

Engine : Configuration G16A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ Unusable Cap. 1.5ℓ Transmission : A/T (4 Speed)

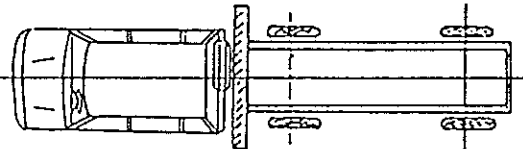
A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT	0.0 ( 0.0 ) km/h ( mph )
TEST MASS (INCLUDED DUMMIES)	FRONT 781.0 kg REAR 691.0 kg TOTAL 1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER	1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT	48.3 ( 30.0 ) km/h ( mph )	
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		
		

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-181

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>



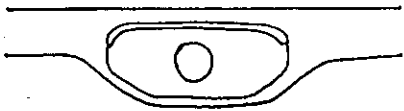
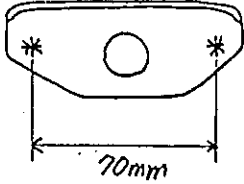
Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE		
DURING IMPACT: 0.0 gm		DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT )	: 0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.18.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86181

1. TEST CONDITION

VEHICLE		CAMI '96MY 4door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		FINE 24 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>356.0</td> <td>308.0</td> <td>664.0</td> </tr> <tr> <td>RIGHT</td> <td>348.0</td> <td>316.0</td> <td>664.0</td> </tr> <tr> <td>TOTAL</td> <td>704.0</td> <td>624.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	356.0	308.0	664.0	RIGHT	348.0	316.0	664.0	TOTAL	704.0	624.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	356.0	308.0	664.0																
RIGHT	348.0	316.0	664.0																
TOTAL	704.0	624.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>387.0</td> <td>343.0</td> <td>730.0</td> </tr> <tr> <td>RIGHT</td> <td>394.0</td> <td>348.0</td> <td>742.0</td> </tr> <tr> <td>TOTAL</td> <td>781.0</td> <td>691.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	387.0	343.0	730.0	RIGHT	394.0	348.0	742.0	TOTAL	781.0	691.0	1472.0
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LEFT	387.0	343.0	730.0																
RIGHT	394.0	348.0	742.0																
TOTAL	781.0	691.0	1472.0																

S 211257

## 1. TEST CONDITION (CONTINUED)

86181

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	757	762
	RIGHT	760	763
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

## 2. POST-TEST CONDITION

TEST SPEED	48.3 km/h	
DEVIATION OF MOVING BARRIER	15mm Left	
VEHICLE DEFORMATION (MM)	LEFT	244
	CENTER	270
	RIGHT	241
PROPELLER SHAFT	Not Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

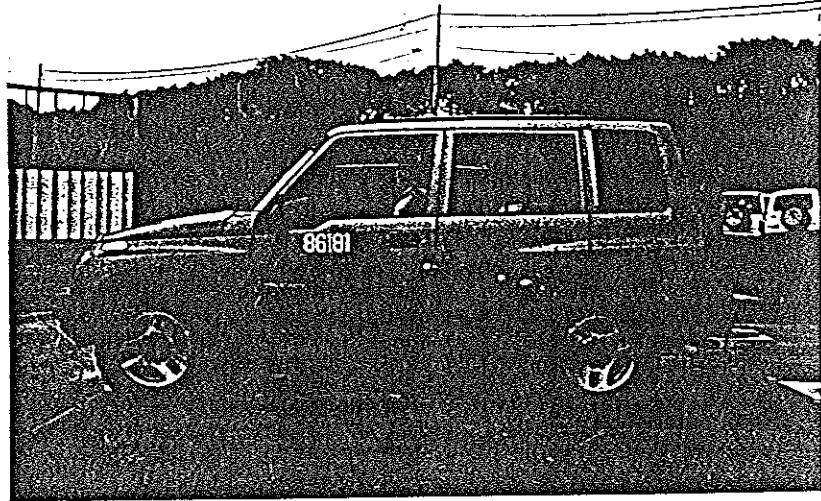
S 211258

試験前 (Pre-Test)

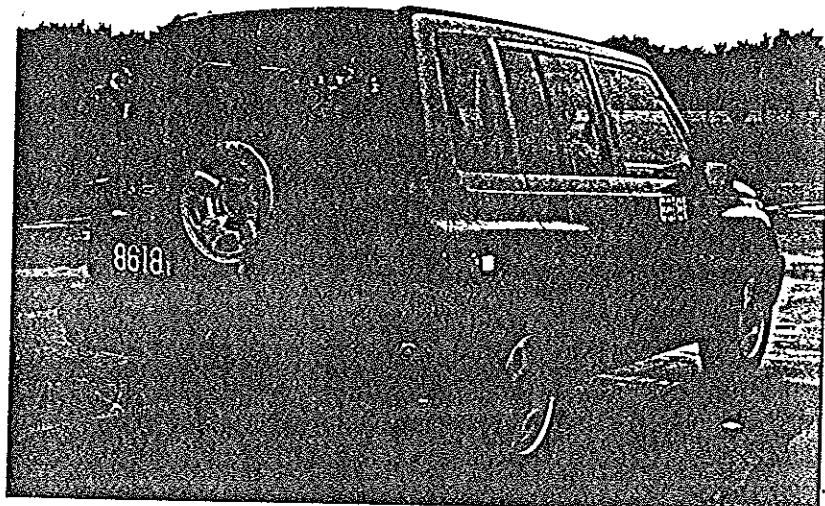
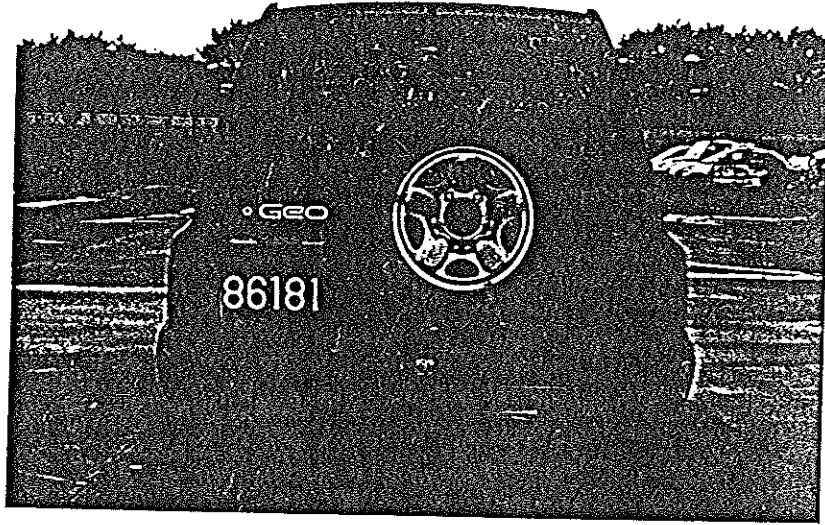




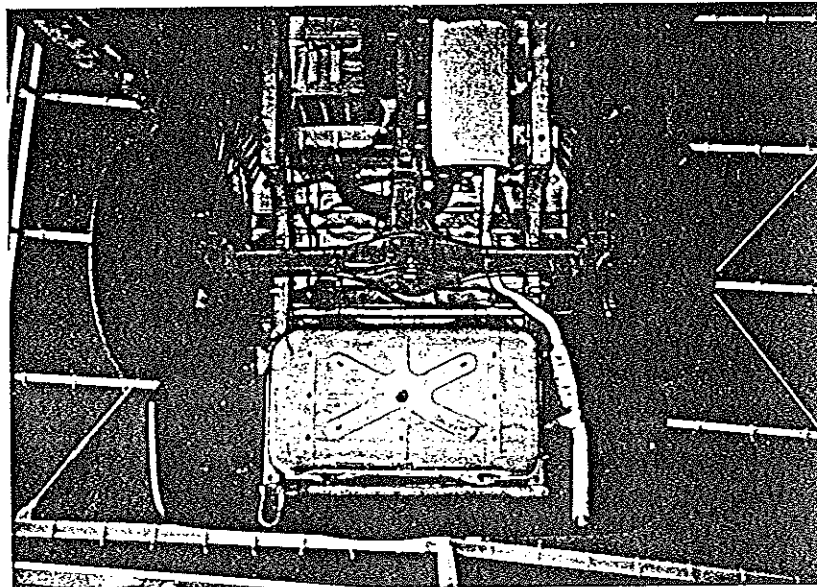
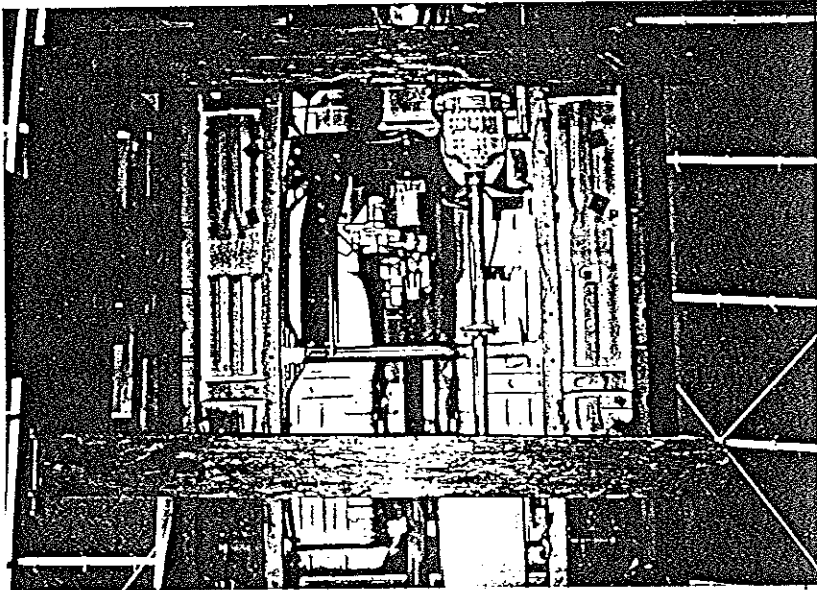
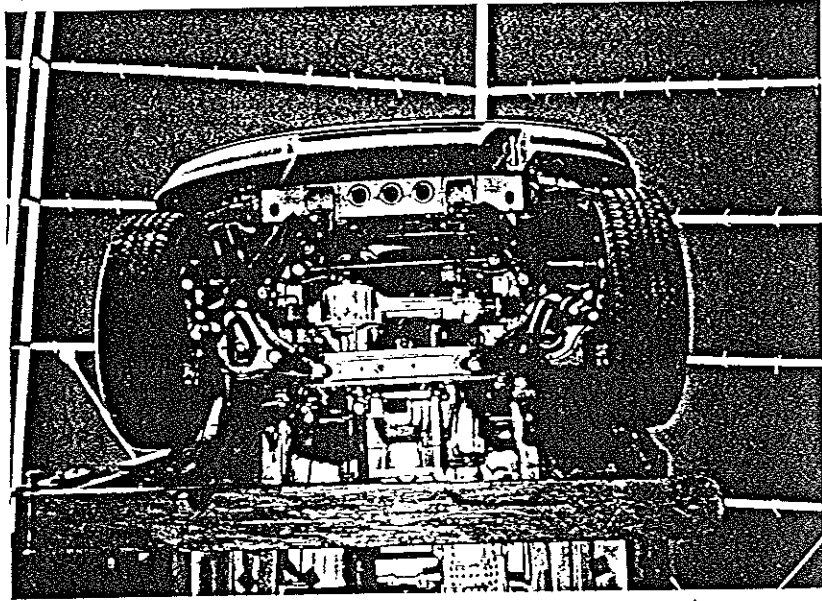
試験前 (Pre-Test)



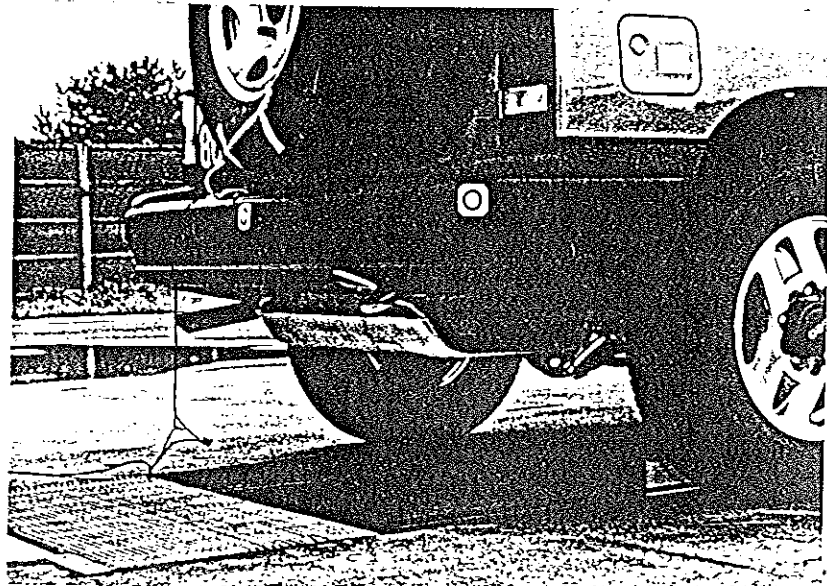
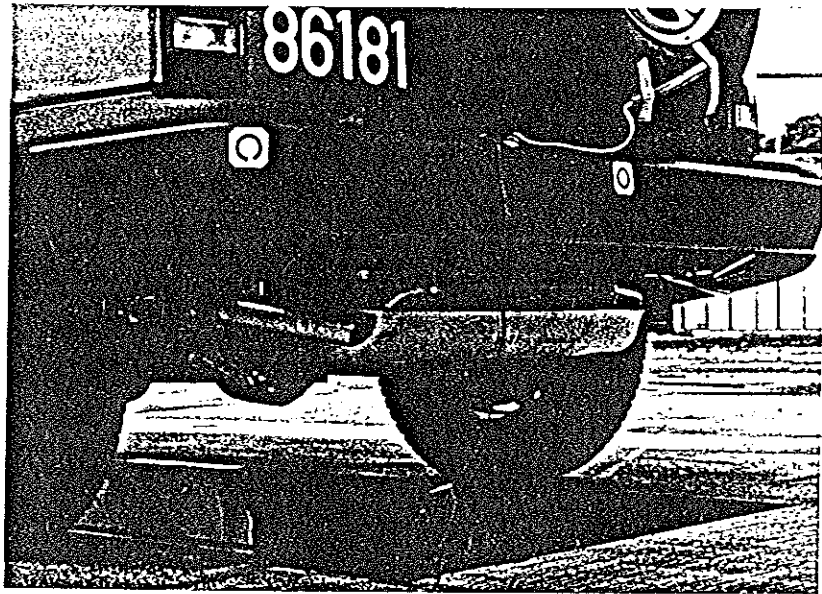
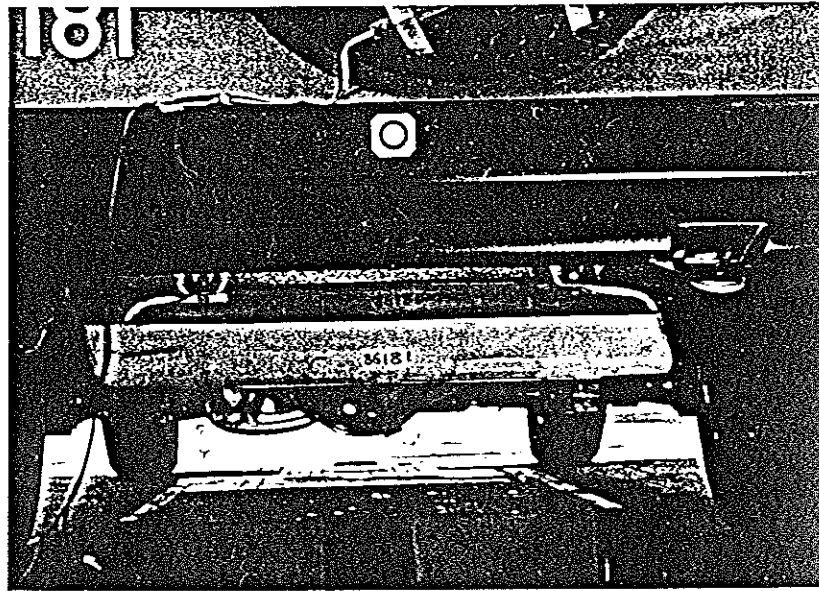
試験前 (Pre-Test)



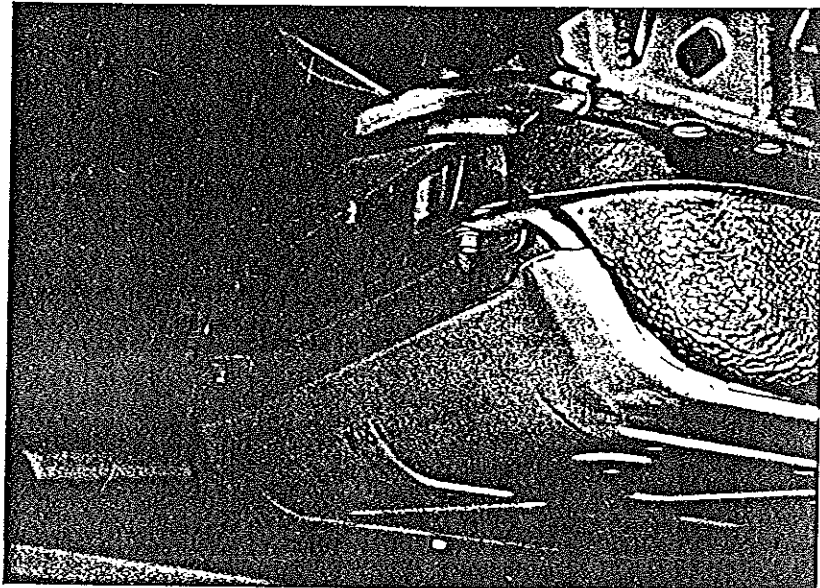
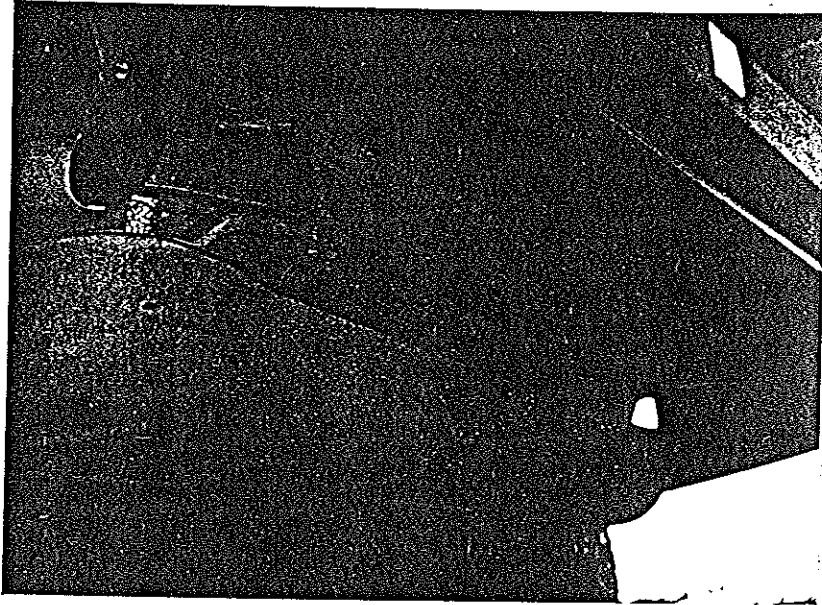
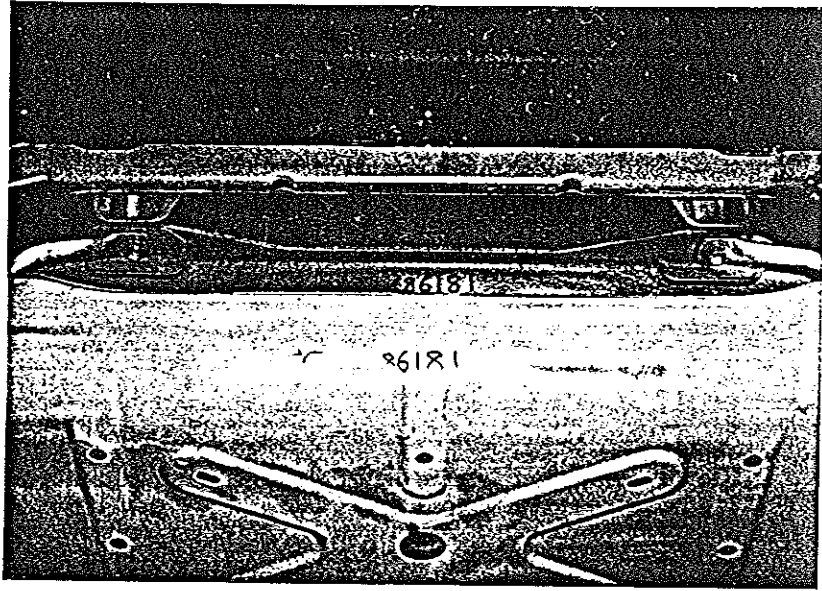
試験前 (Pre-Test)



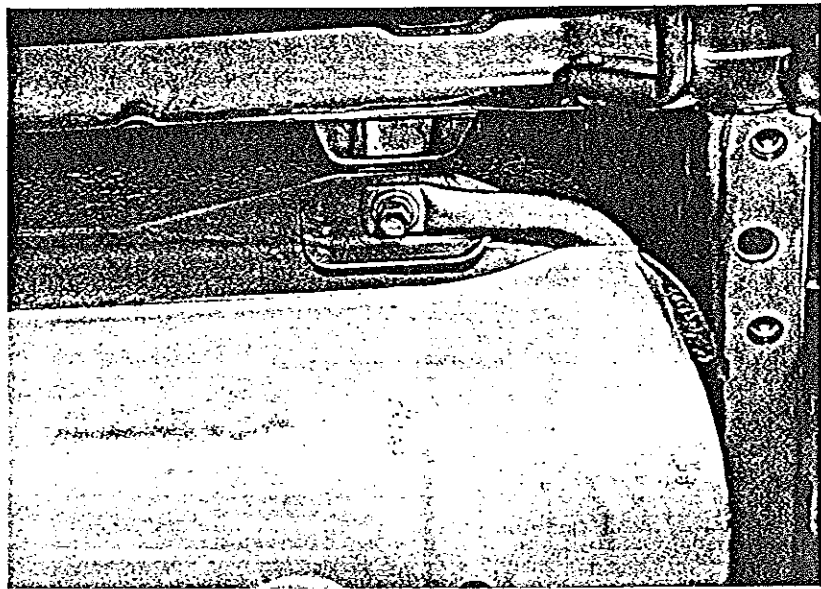
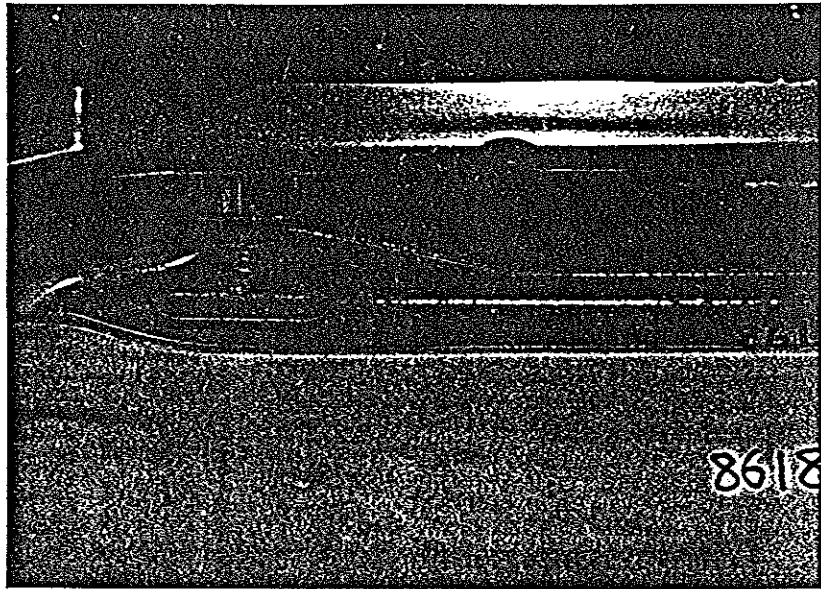
試験前 (Pre-Test)



試験前 (Pre-Test)



試験前 (Pre-Test)



試験後 (Post-Test)



試験後 (Post-Test)

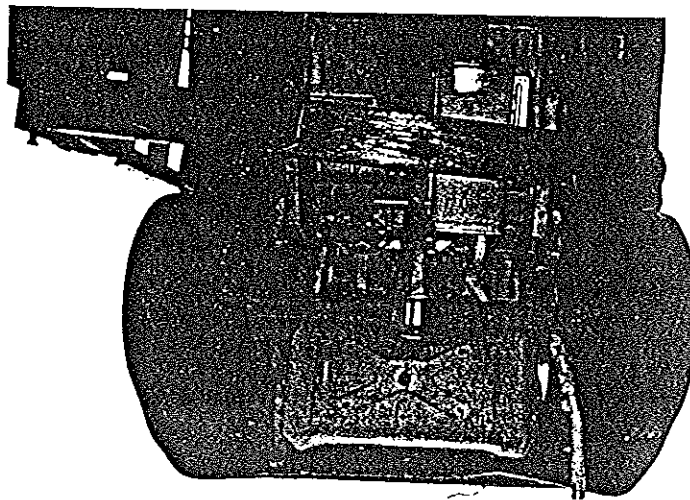
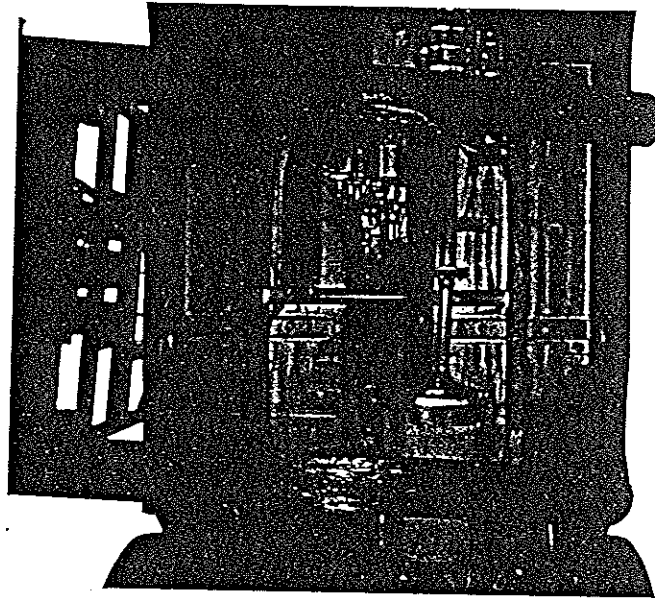
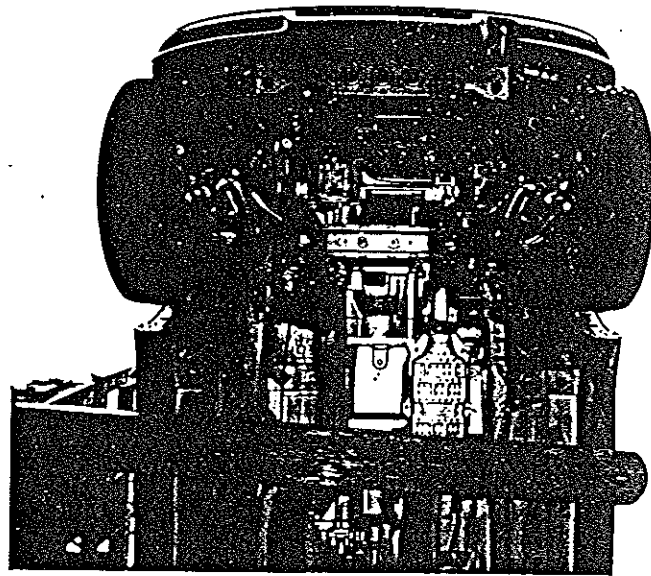




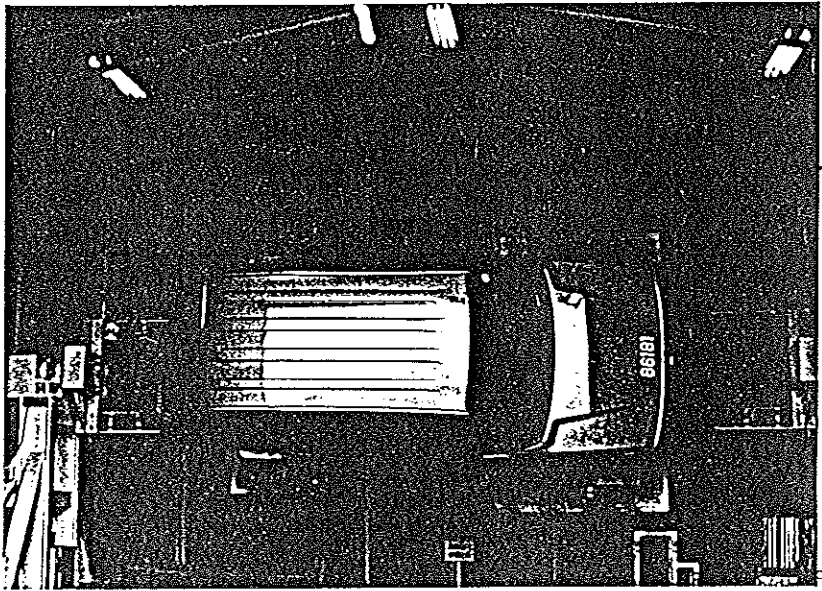
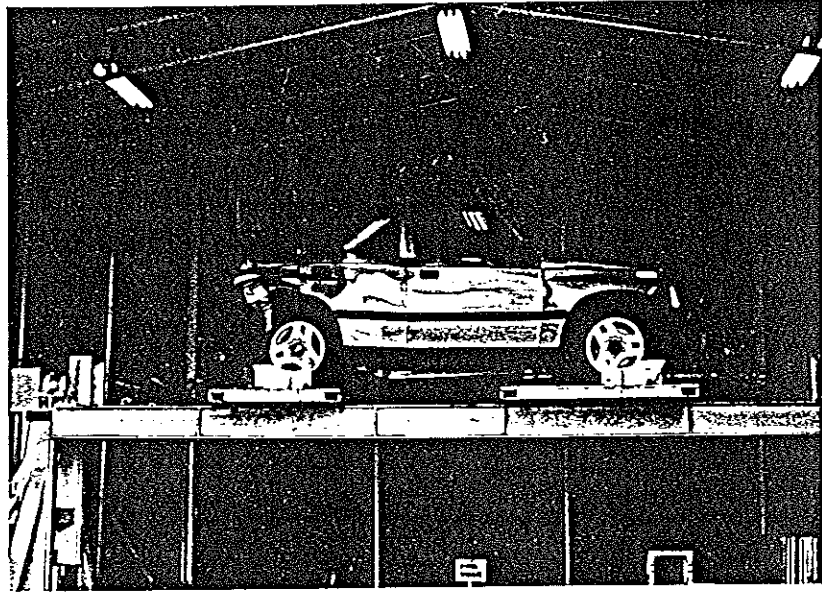
試験後 (Post-Test)



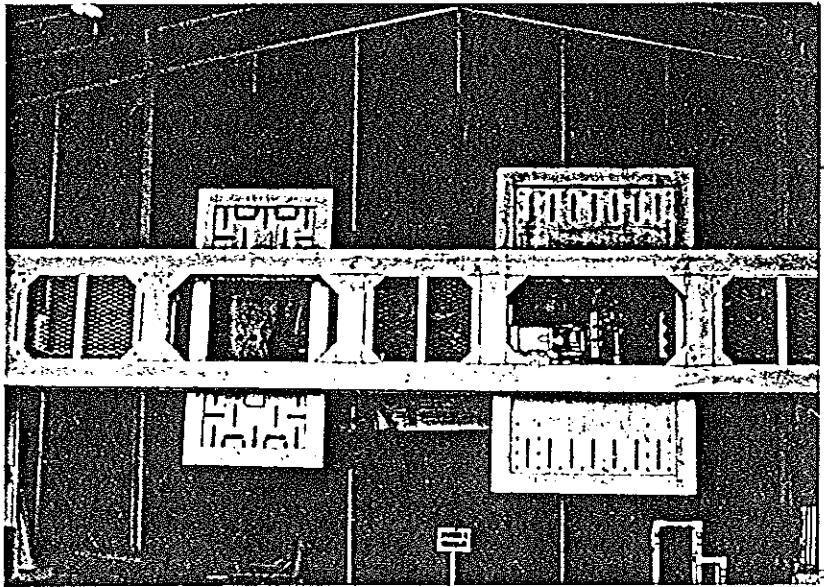
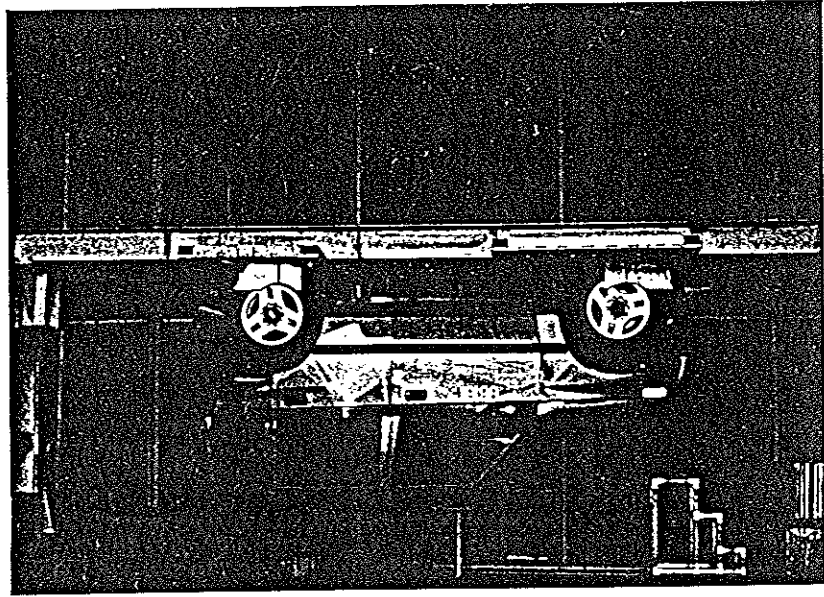
試験後 (Post-Test)



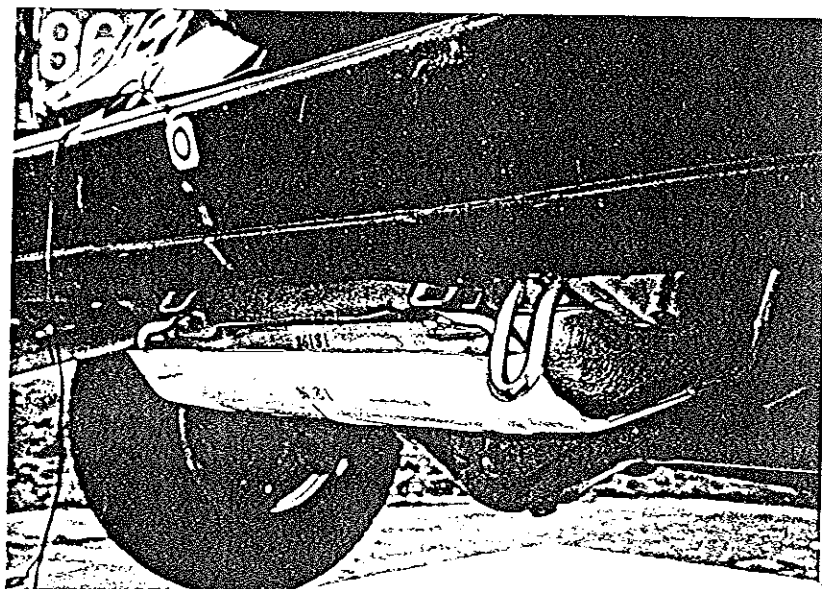
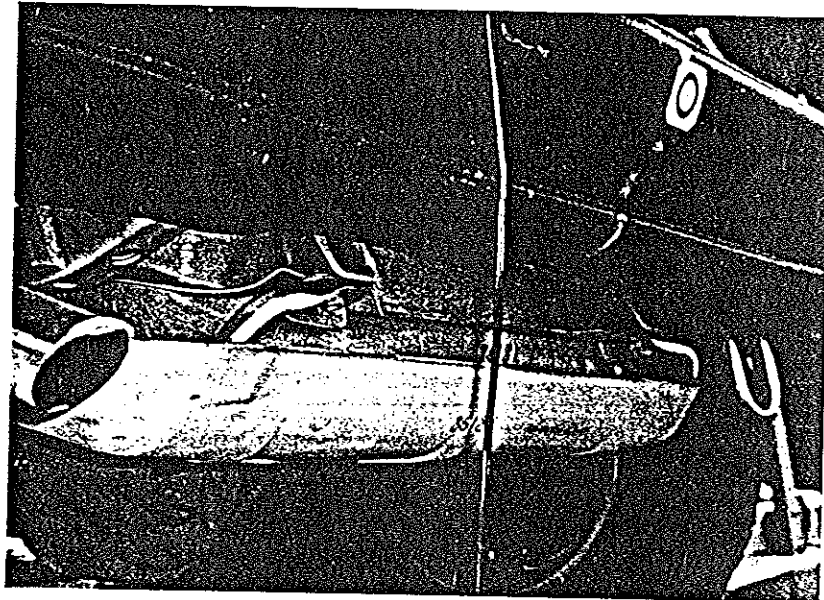
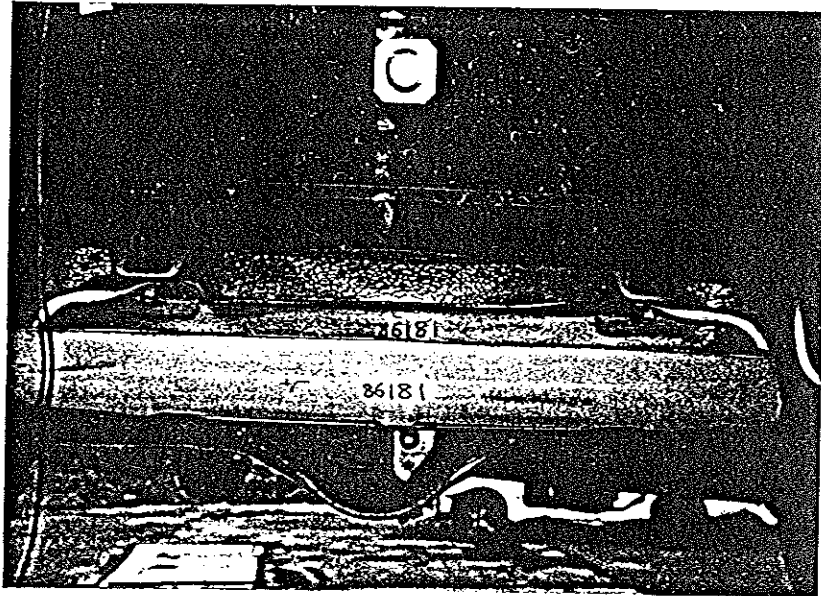
試験後 (Post-Test)



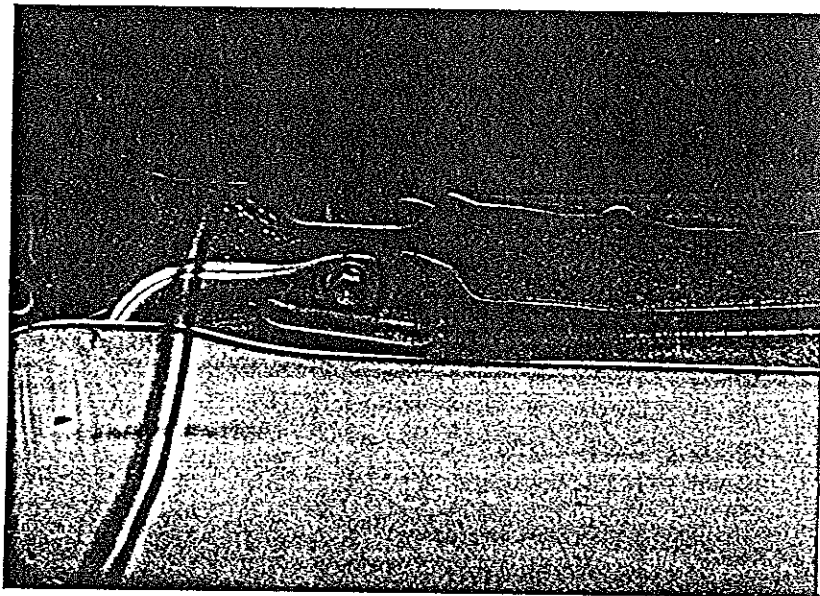
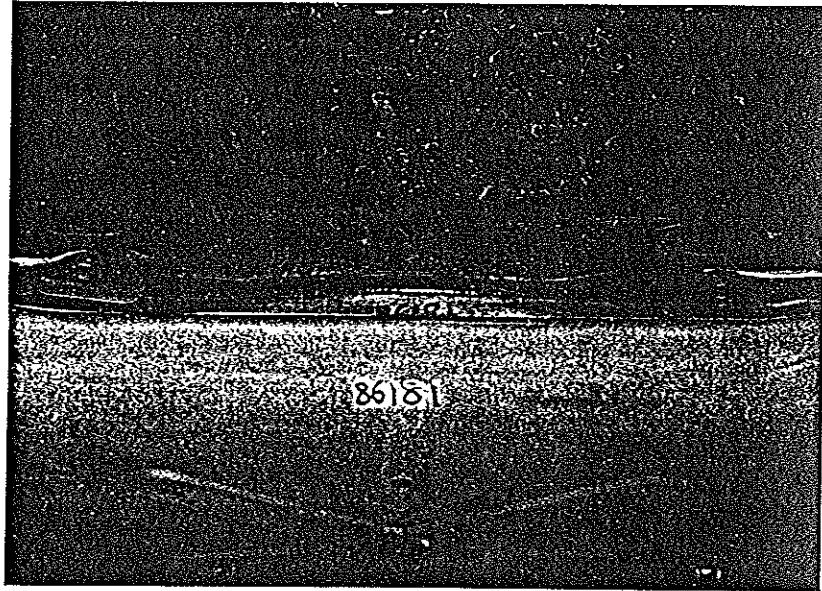
試験後 (Post-Test)



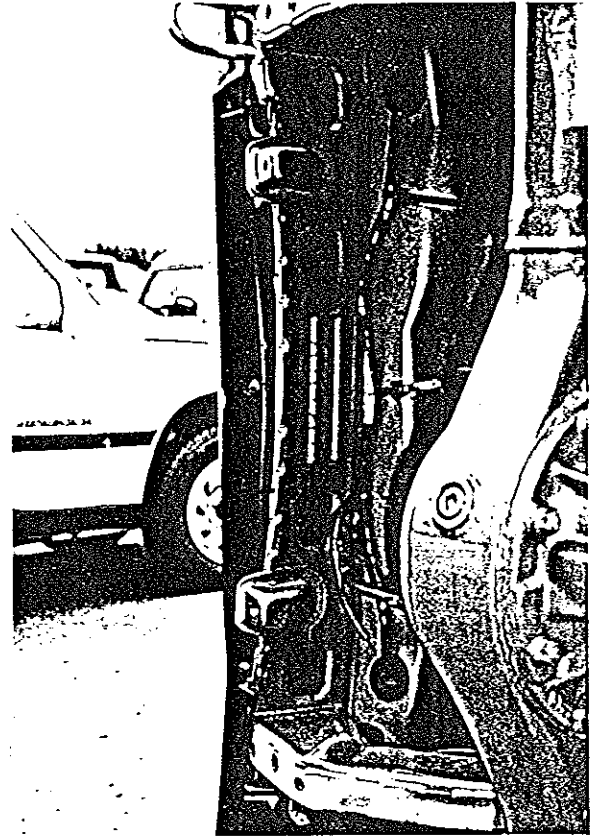
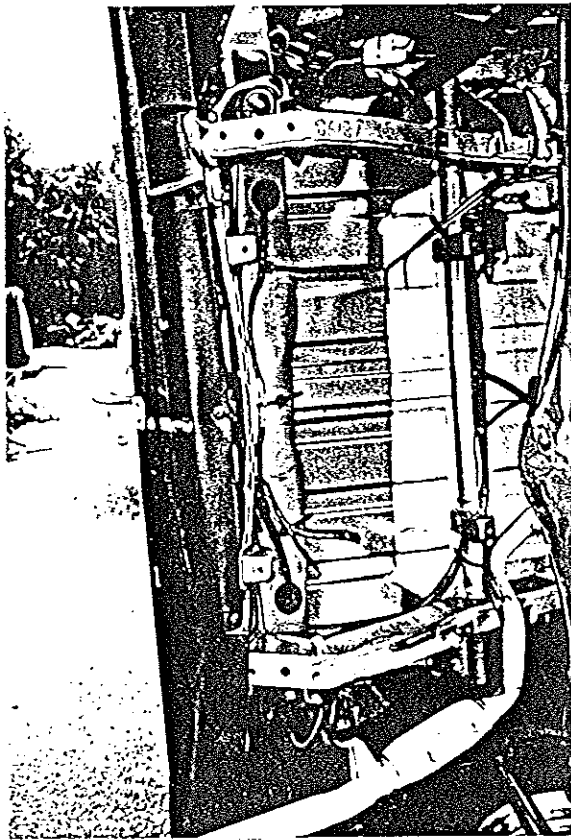
試験後 (Post-Test)



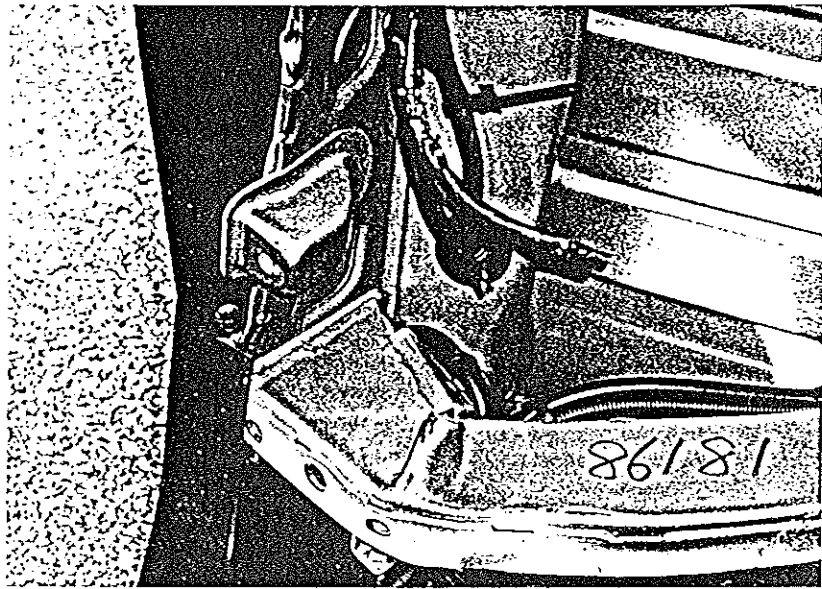
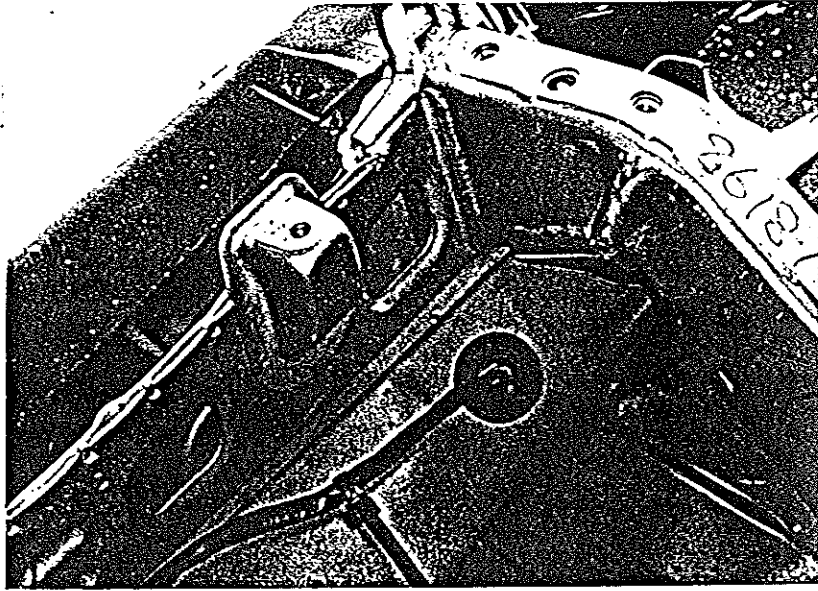
試験後 (Post-Test)



試験後 (Post-Test)

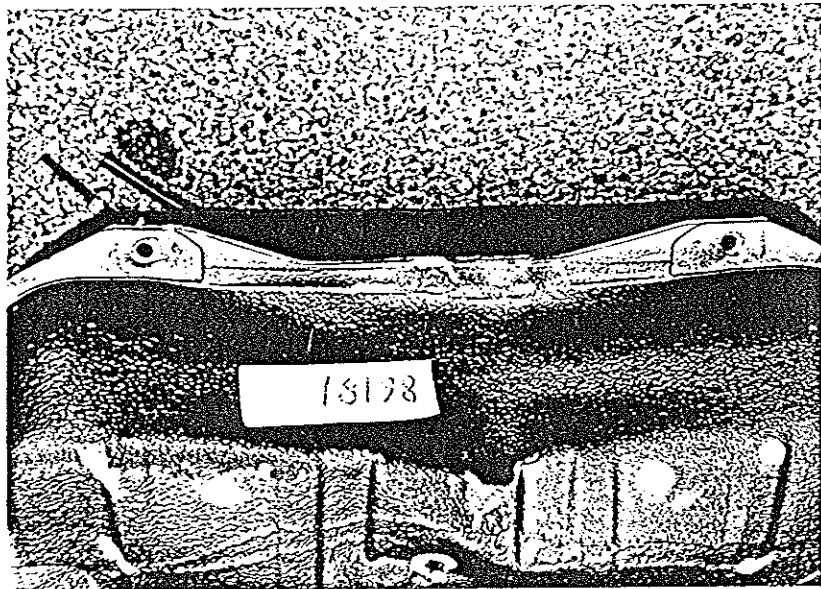
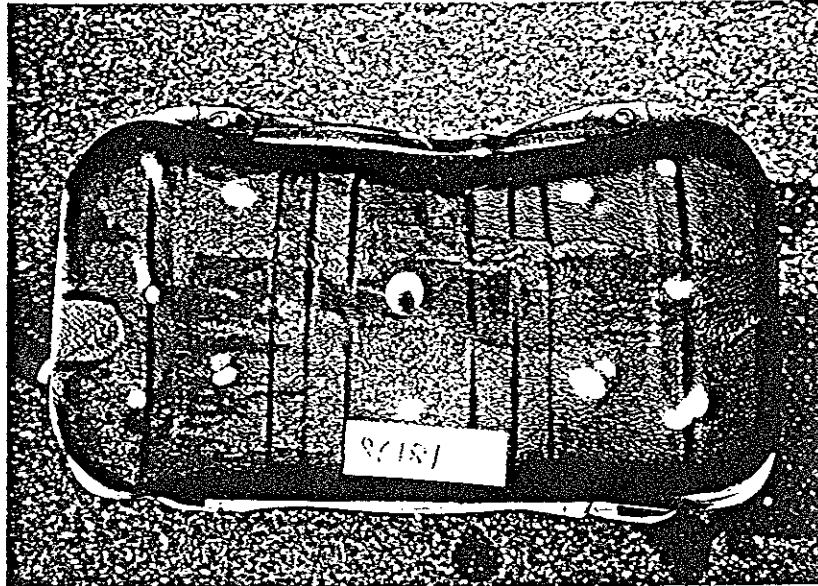


試験後 (Post-Test)

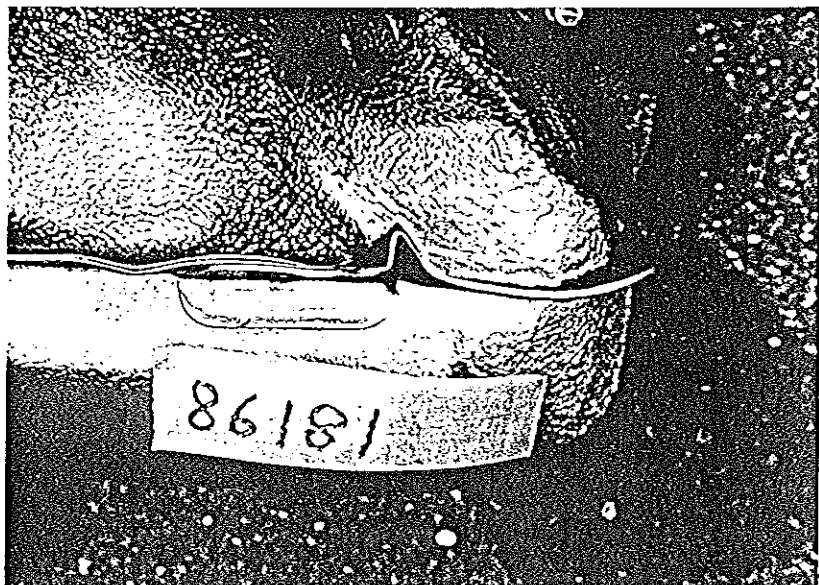
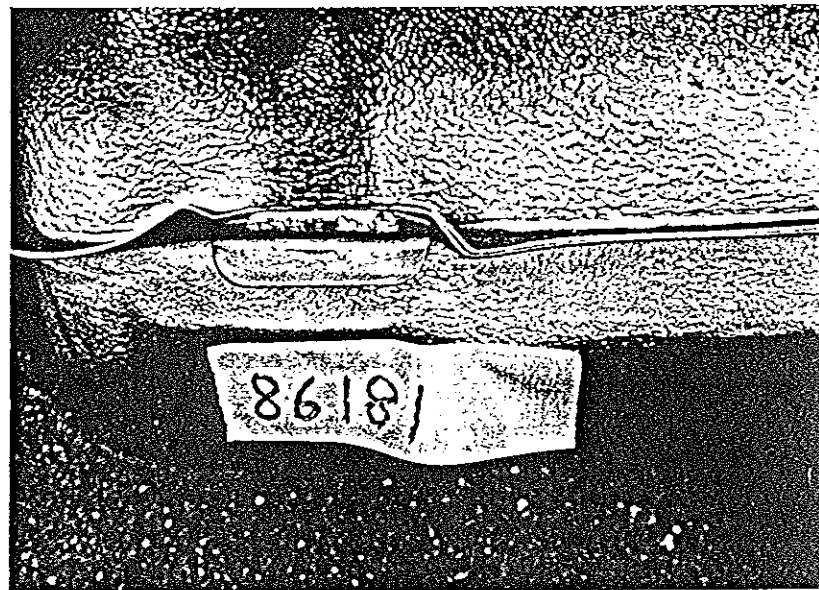
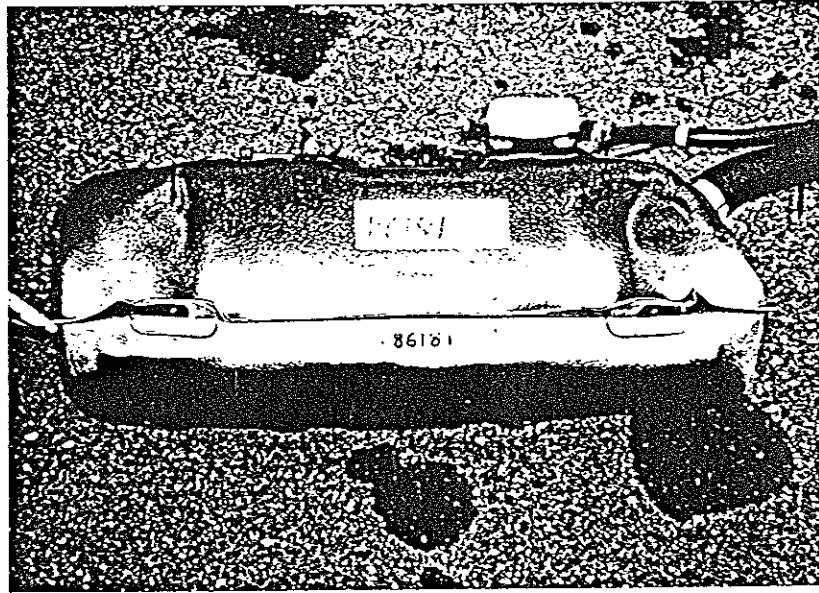




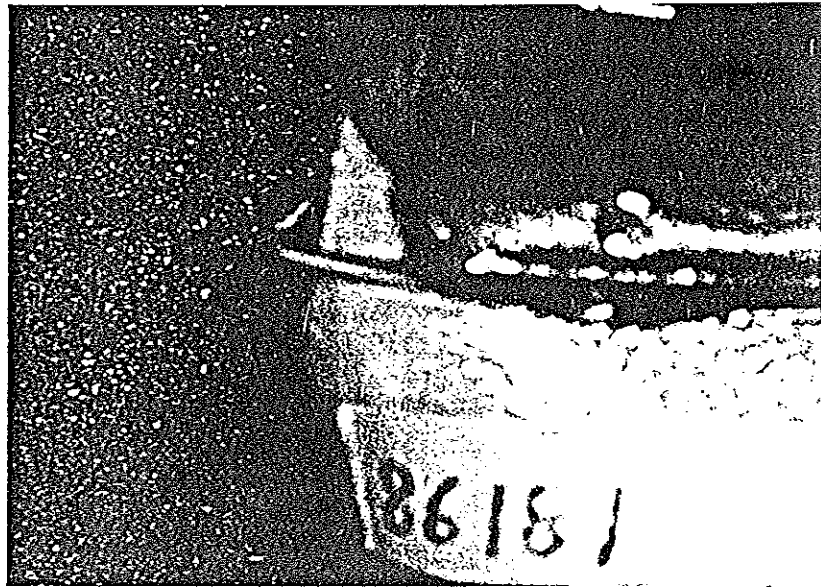
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-122

Test Date : 06/12/96

Vehicle : Model SIDERICK 4door  
 Number JS3TD03VXV4100004

Body Style VAN  
 Make Production

Year 1996

Engine : Configuration G16A

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T (4 Speed)

A/C : Yes  No

P/S : Yes  No

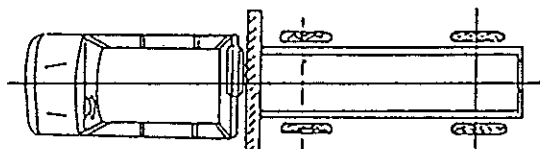
P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
	FRONT 785.0 kg
	REAR 687.0 kg
	TOTAL 1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/>
	LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT
	VOLUME : 94 % OF USABLE CAPA.= 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER 1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT 53.9 ( 33.5 ) km/h ( mph )	
PERPENDICULAR IMPACT NA <input checked="" type="checkbox"/>	
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> FUEL PIPE <input type="checkbox"/> A-PILLER <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT	NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees
TEST CONFIGURATION :	
	

SUZUKI RESTRICTED

Page 1 / 2

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-122

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>



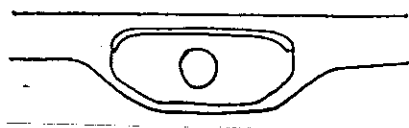
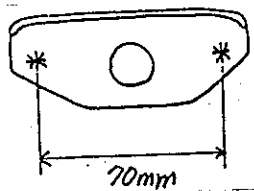
Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE		
DURING IMPACT: 0.0 gm		DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT ) :	0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROOLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.12.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86-122

1. TEST CONDITION

VEHICLE		IWATA 96MY 4DOOR 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 27 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>346.0</td> <td>321.0</td> <td>667.0</td> </tr> <tr> <td>RIGHT</td> <td>353.0</td> <td>308.0</td> <td>661.0</td> </tr> <tr> <td>TOTAL</td> <td>699.0</td> <td>629.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	346.0	321.0	667.0	RIGHT	353.0	308.0	661.0	TOTAL	699.0	629.0	1328.0
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TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>384.0</td> <td>350.0</td> <td>734.0</td> </tr> <tr> <td>RIGHT</td> <td>401.0</td> <td>337.0</td> <td>738.0</td> </tr> <tr> <td>TOTAL</td> <td>785.0</td> <td>687.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	384.0	350.0	734.0	RIGHT	401.0	337.0	738.0	TOTAL	785.0	687.0	1472.0
	FRONT	REAR	TOTAL																
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RIGHT	401.0	337.0	738.0																
TOTAL	785.0	687.0	1472.0																

## 1. TEST CONDITION (CONTINUED)

86122

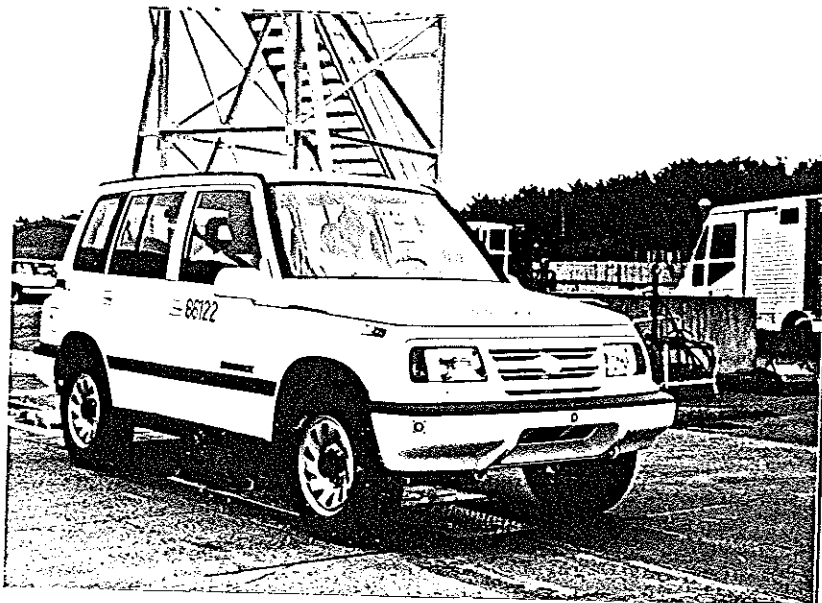
TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	766	762
	RIGHT	770	764
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

## 2. POST-TEST CONDITION

TEST SPEED	53.9 km/h	
DEVIATION OF MOVING BARRIER	8mm Left	
VEHICLE DEFORMATION (MM)	LEFT	349
	CENTER	369
	RIGHT	346
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

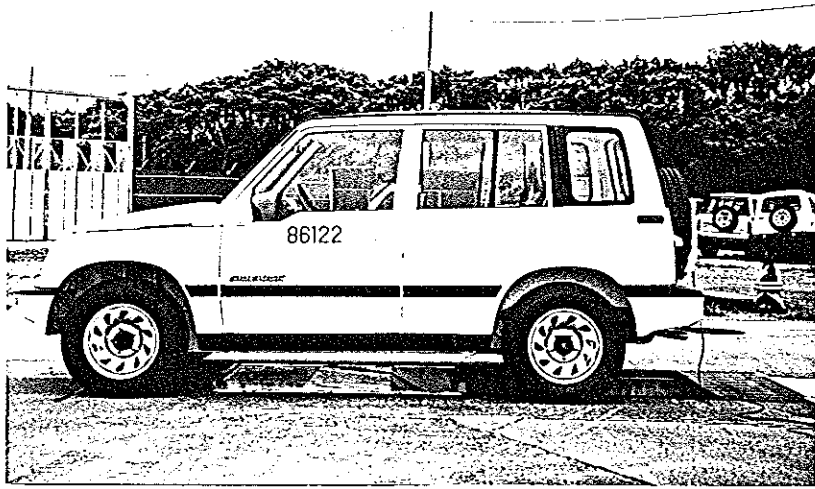
S 211282

試験前 (Pre-Test)

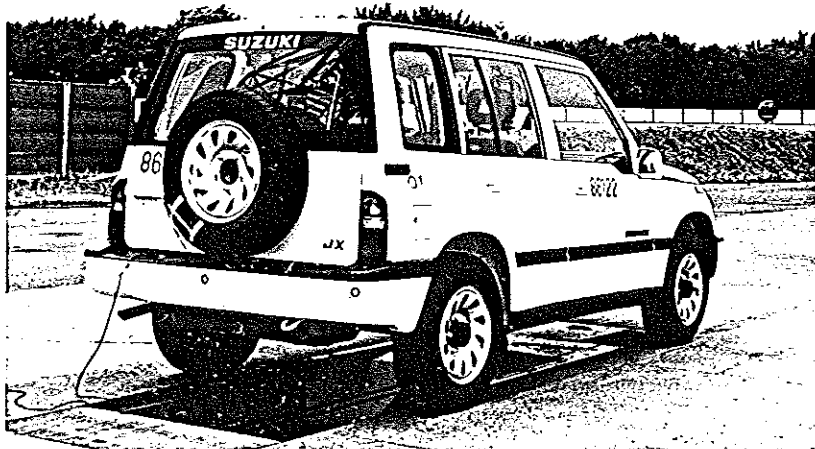
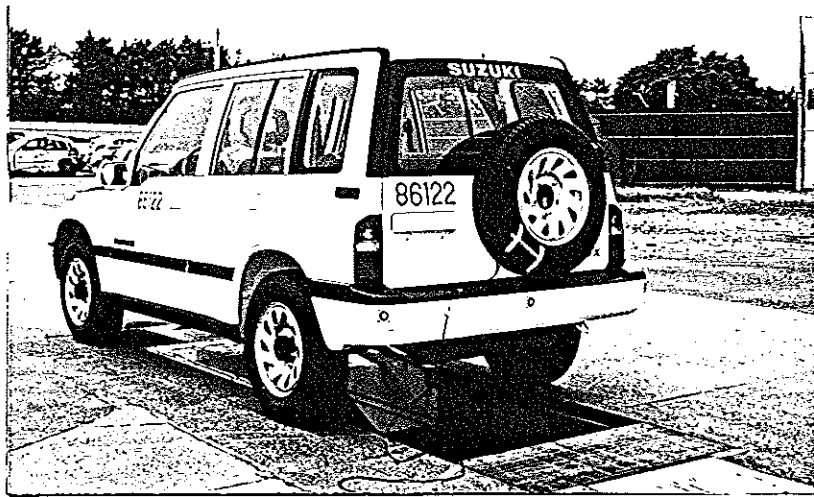




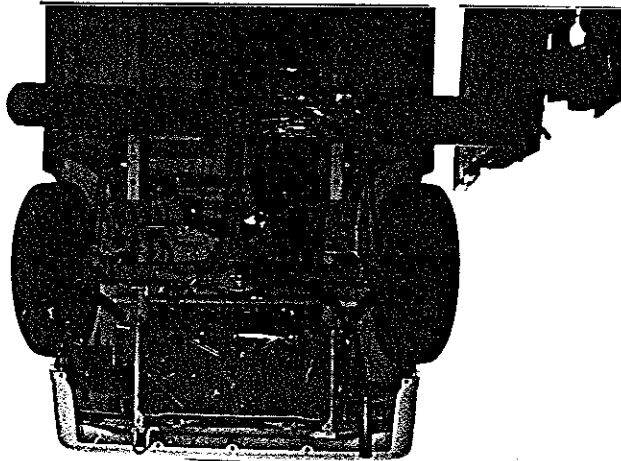
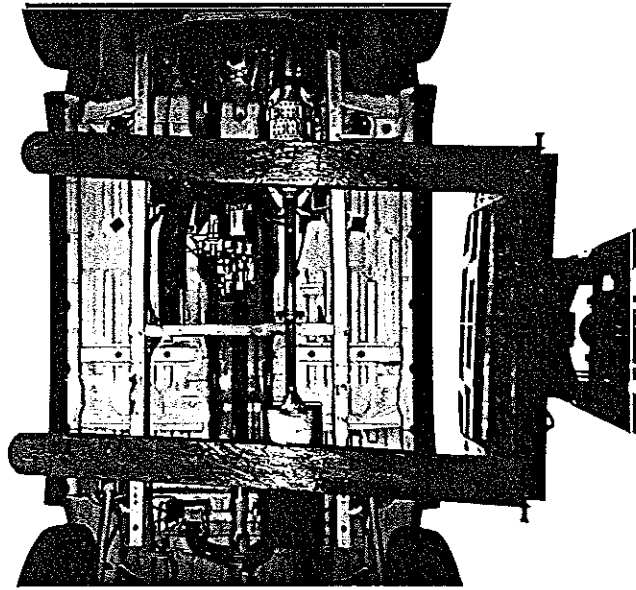
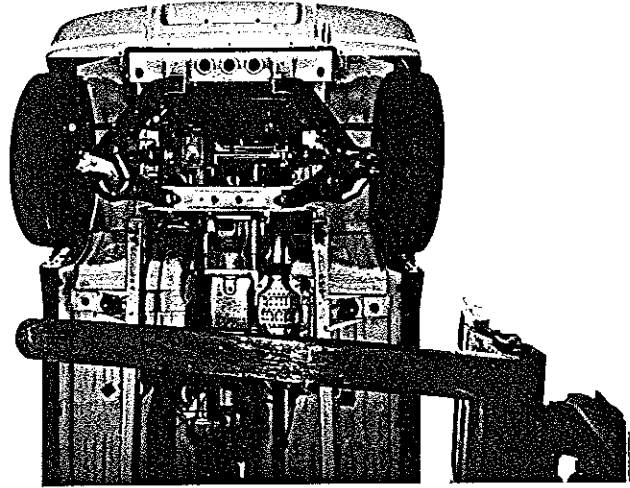
試験前 (Pre-Test)



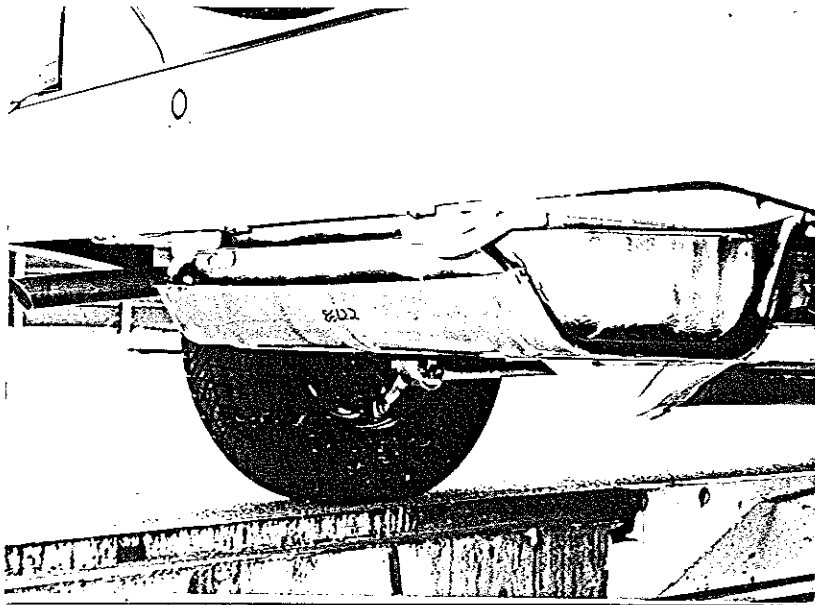
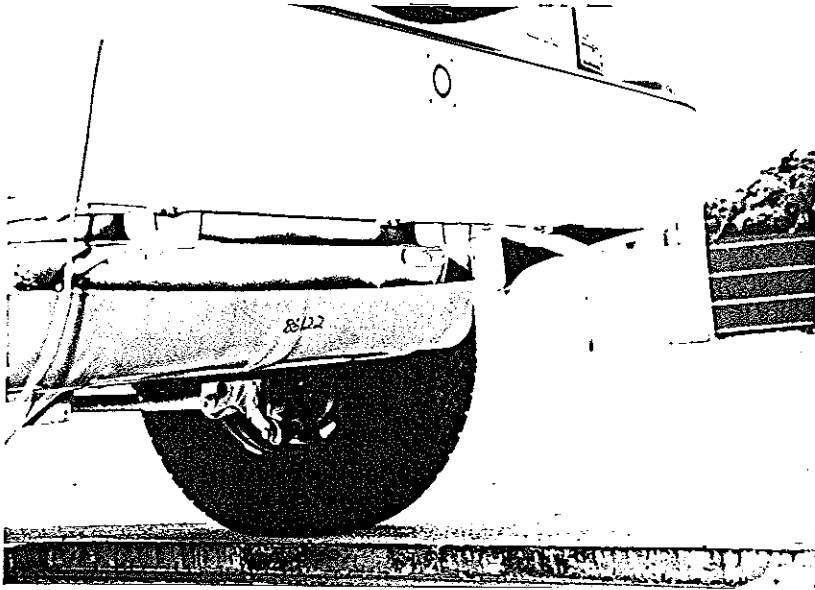
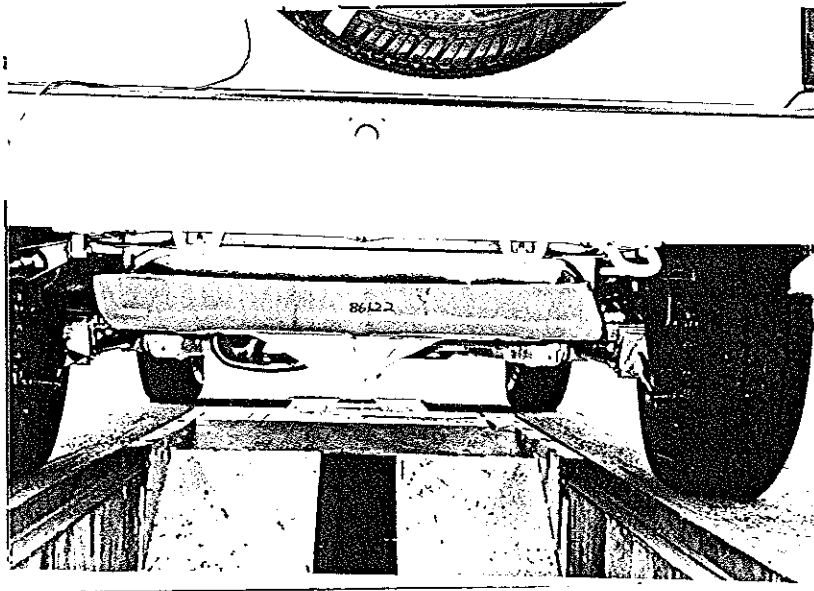
試験前 (Pre-Test)



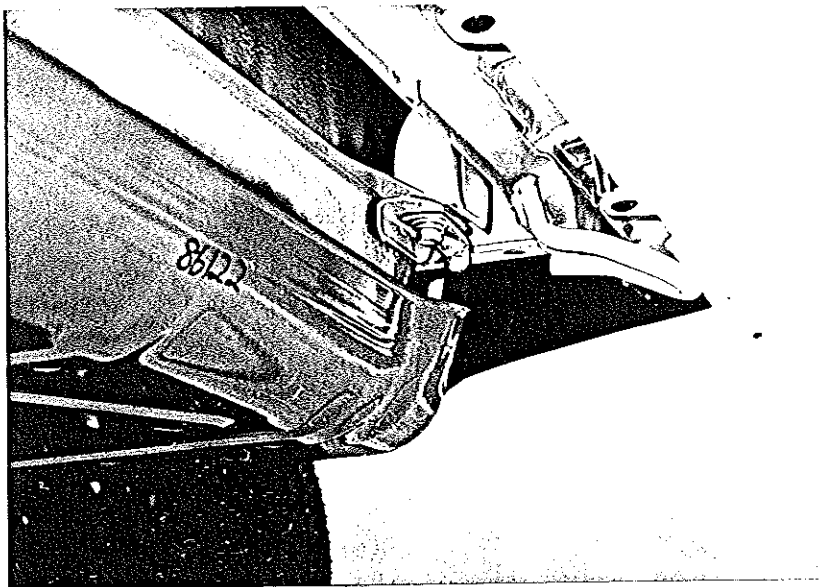
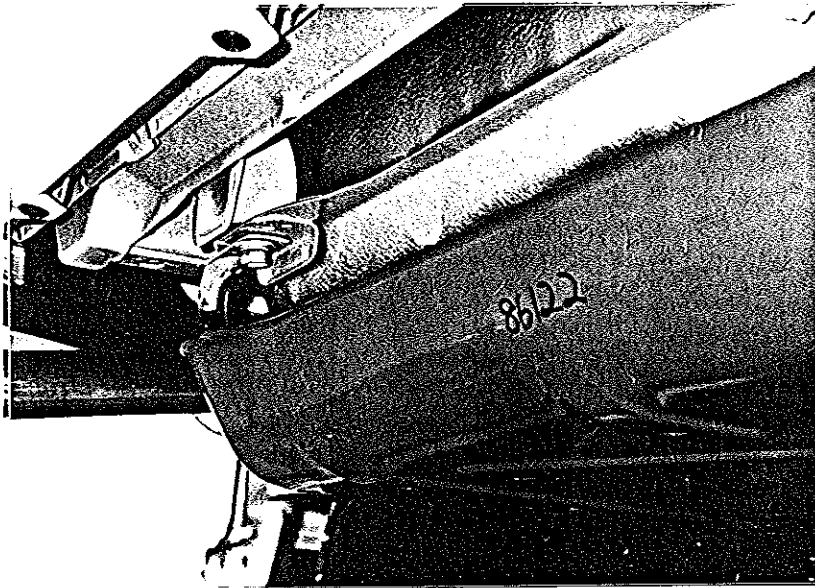
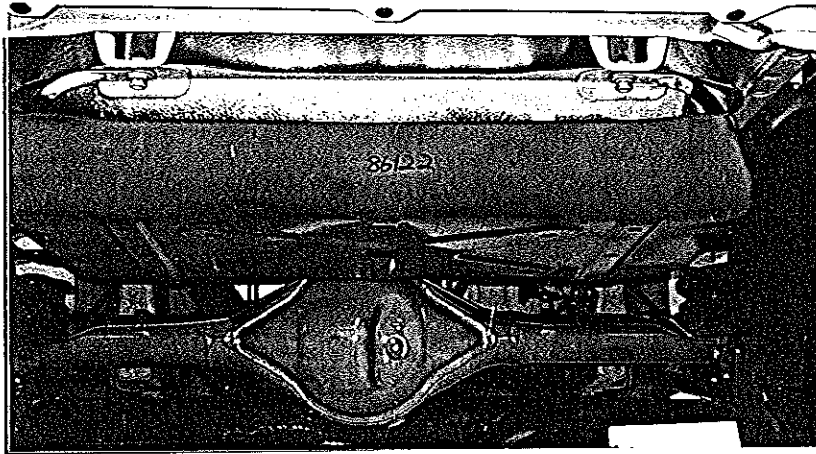
試験前 (Pre-Test)



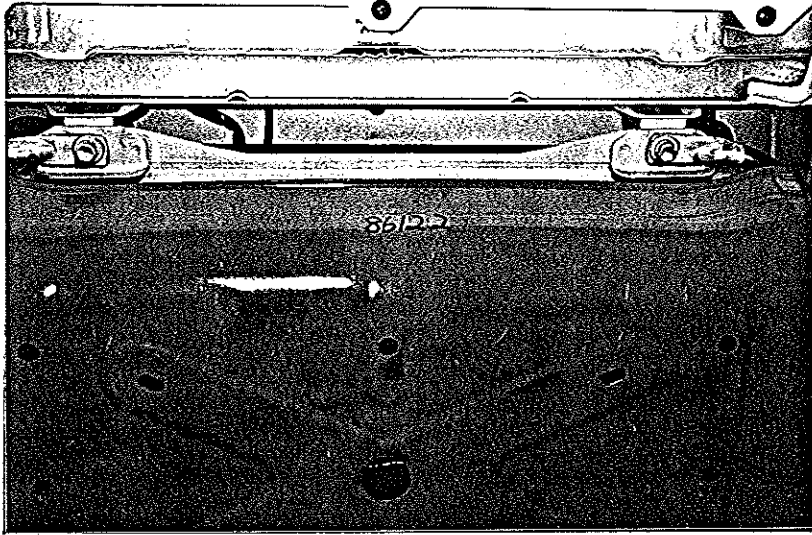
試験前 (Pre-Test)



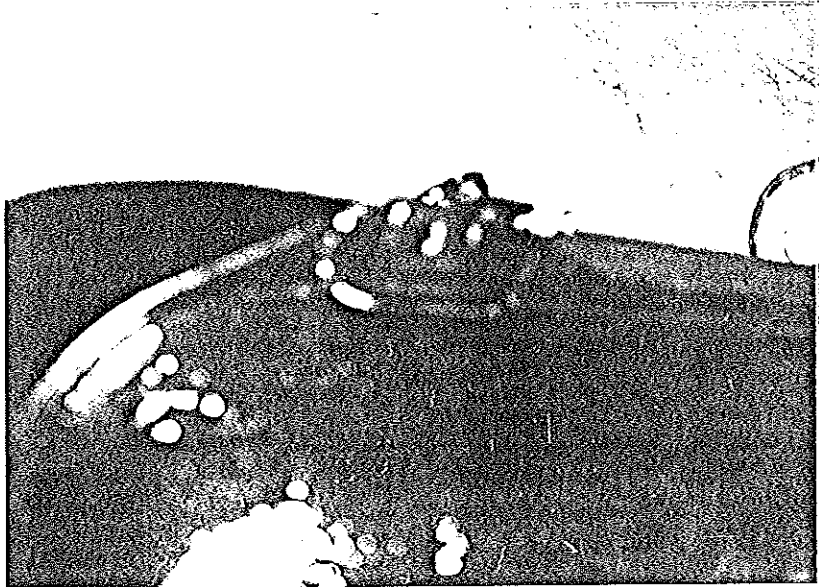
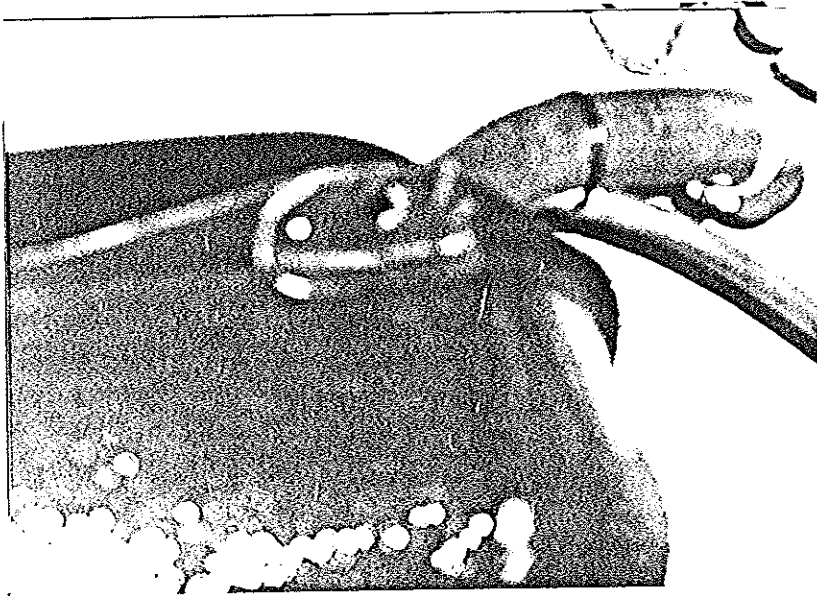
試験前 (Pre-Test)



試験前 (Pre-Test)



試験前 (Pre-Test)



試験後 (Post-Test)

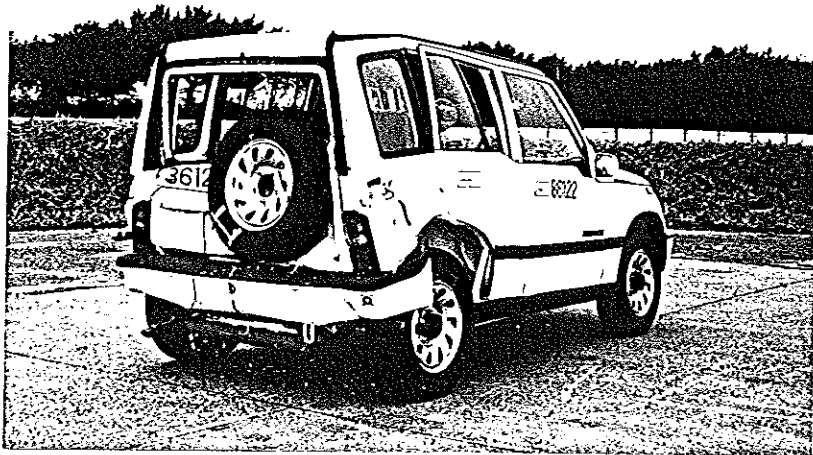
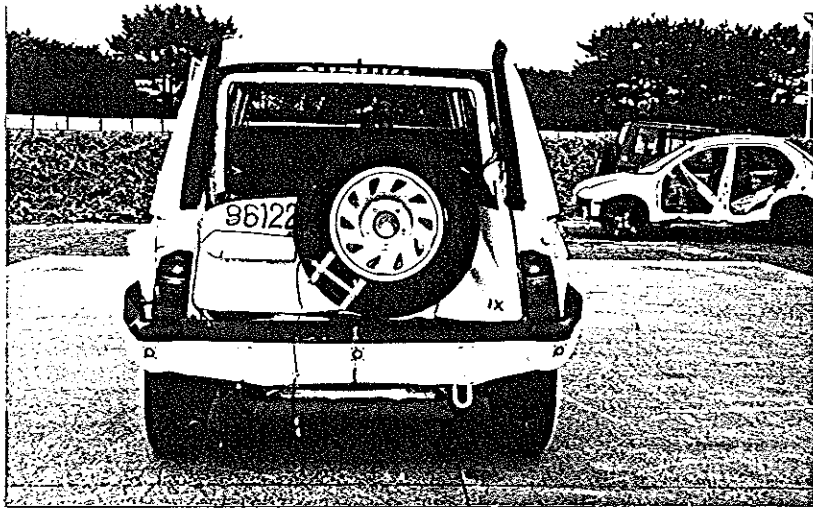




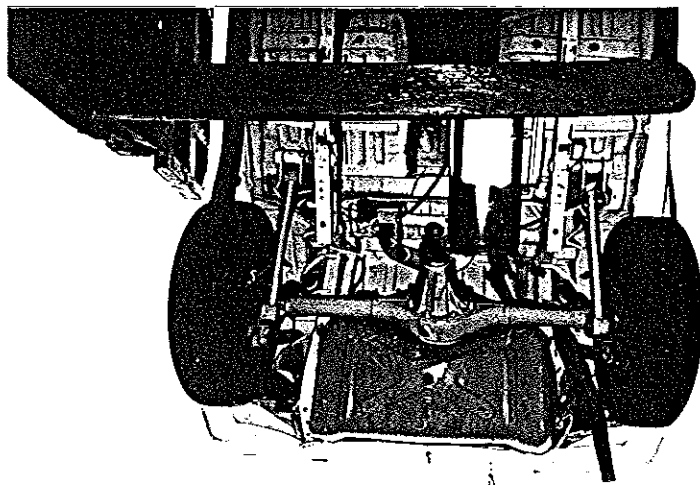
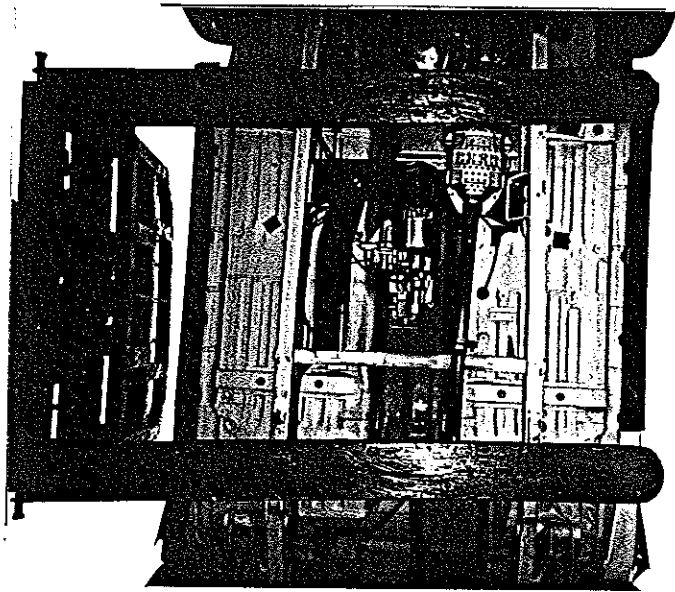
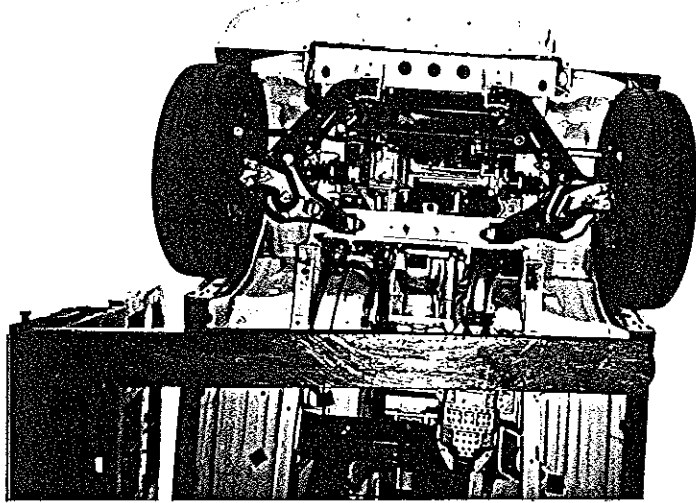
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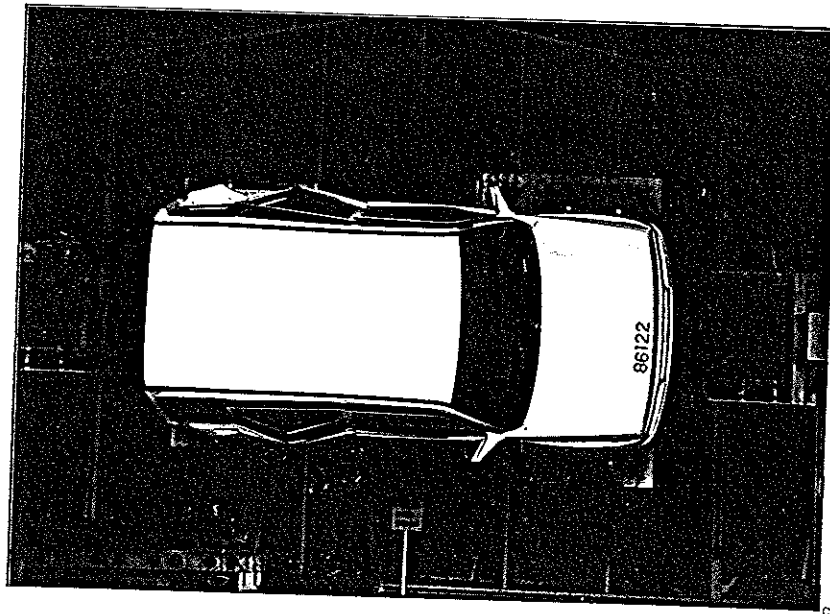
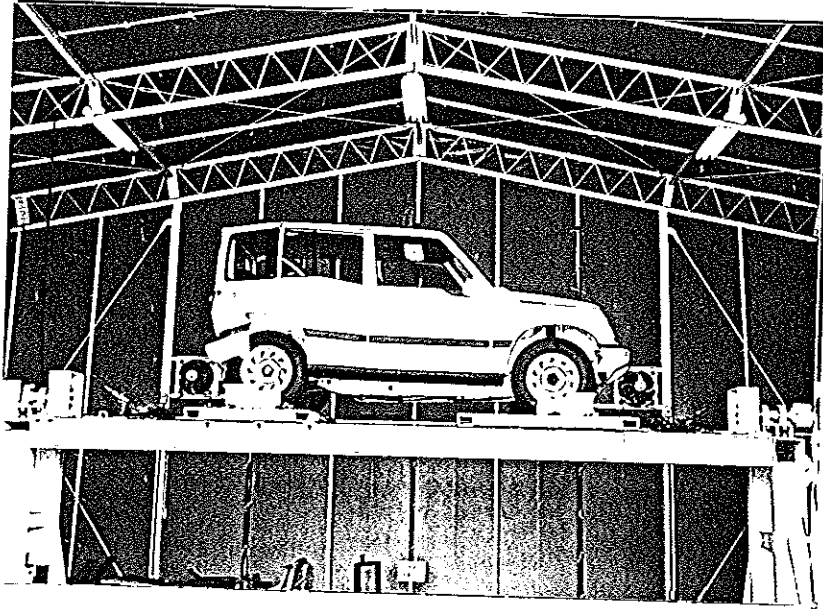
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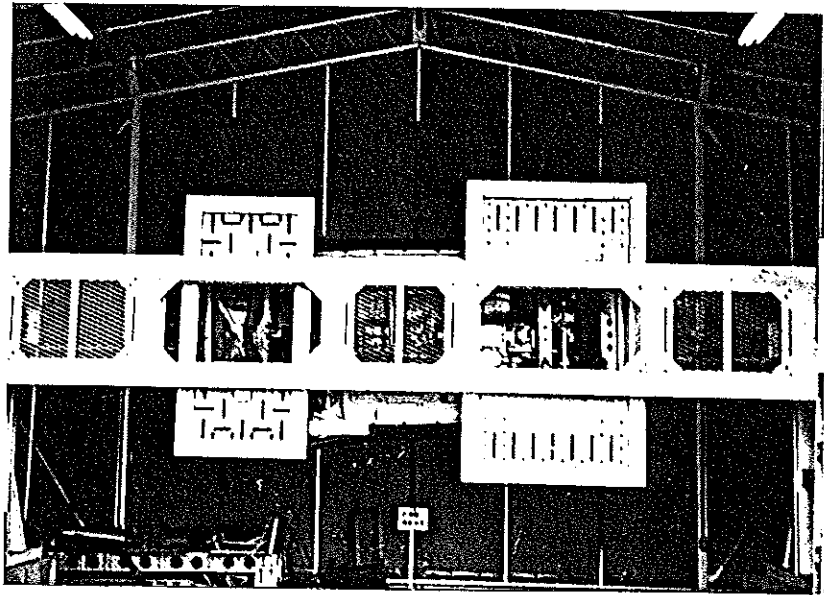
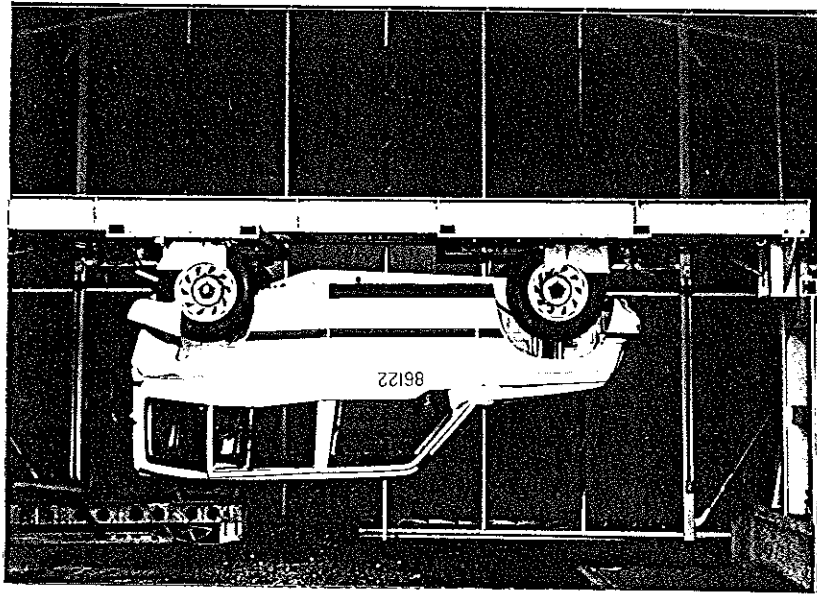
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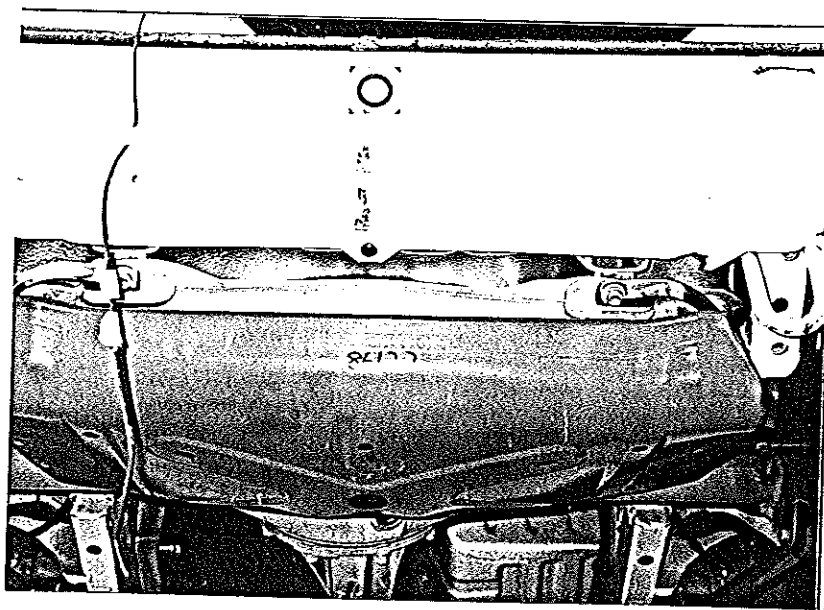
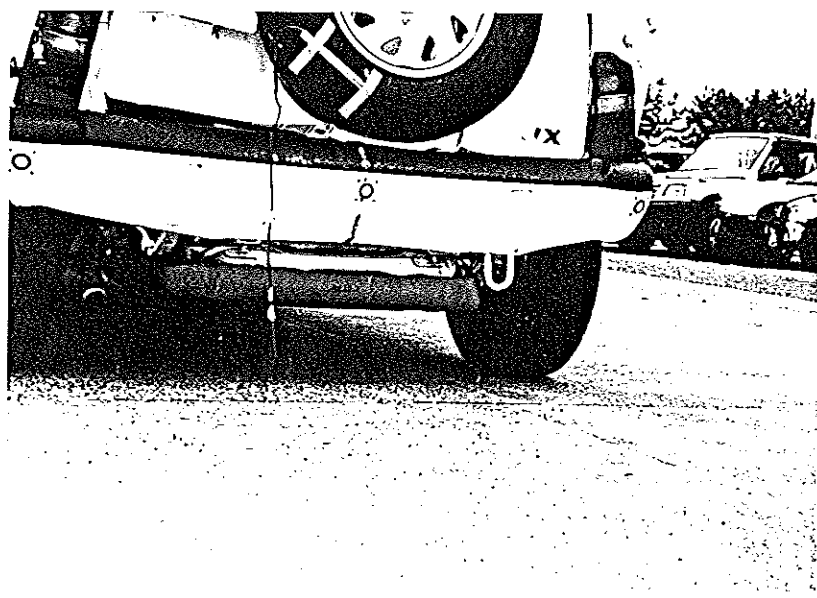
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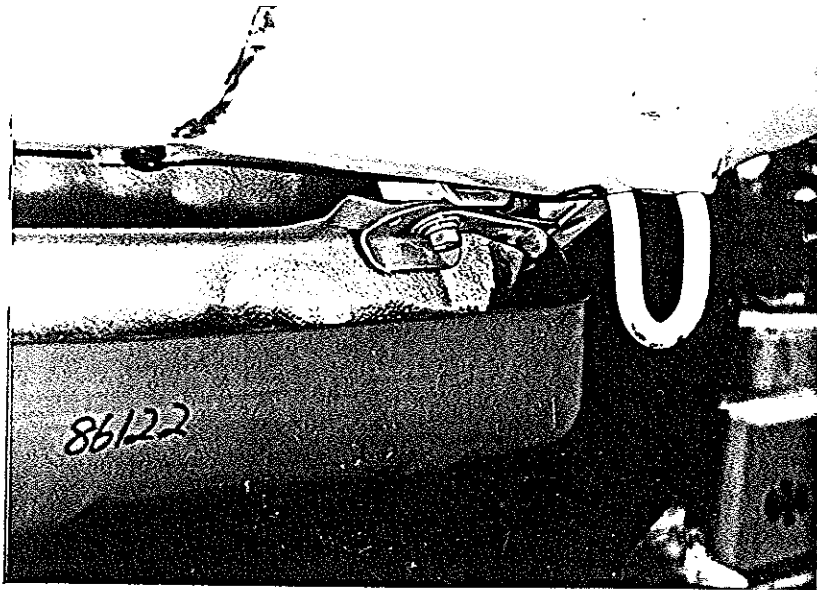
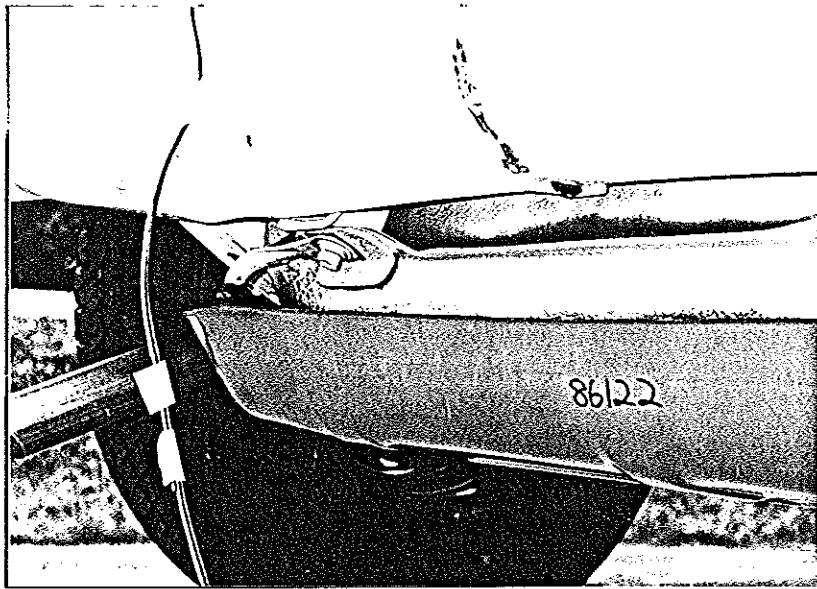
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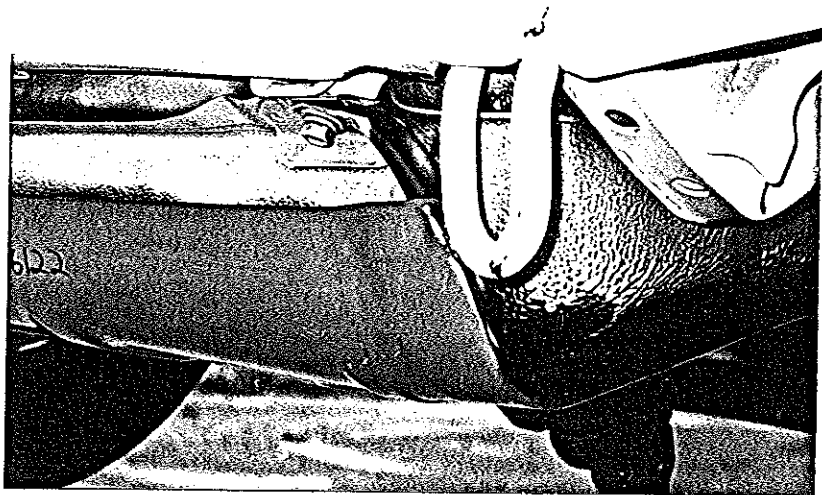
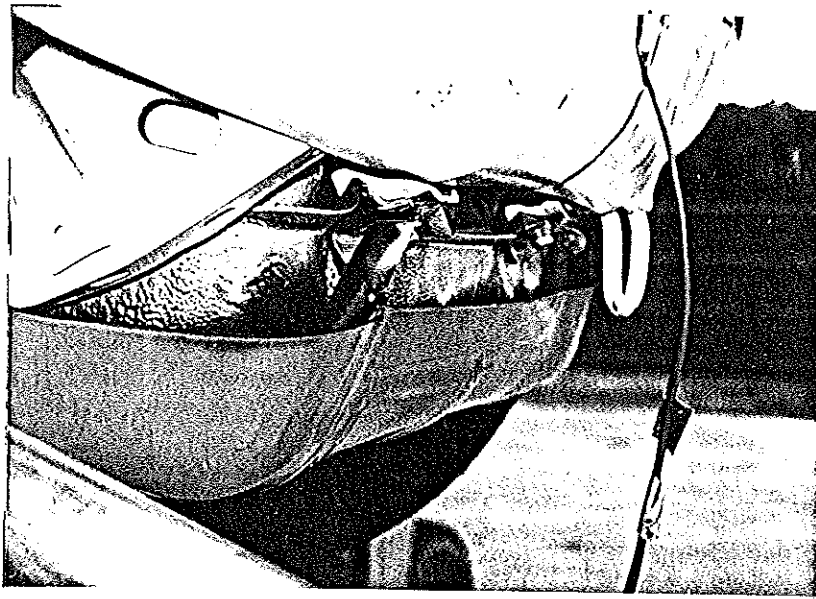
試験後 (Post-Test)



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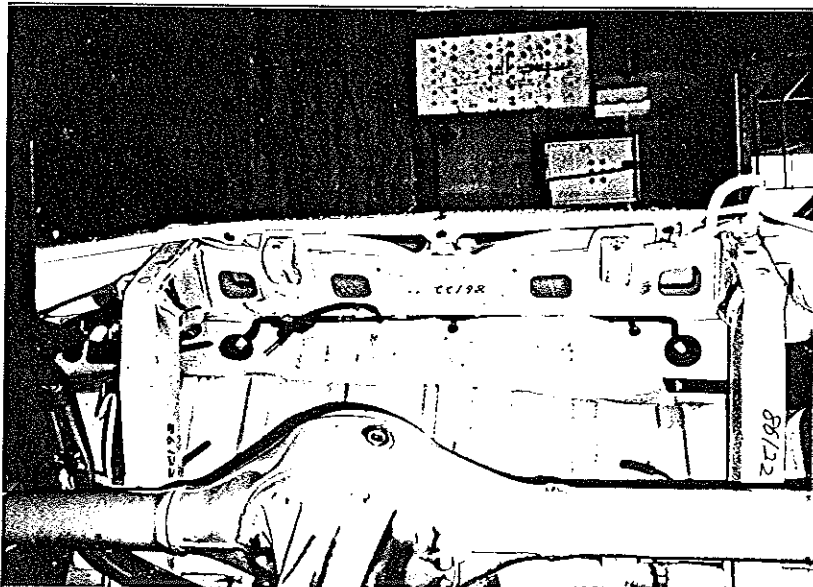
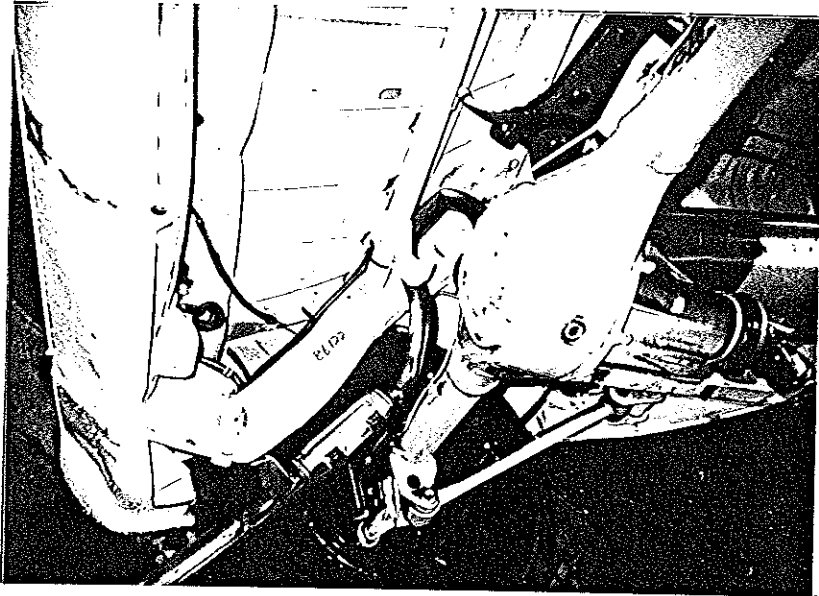
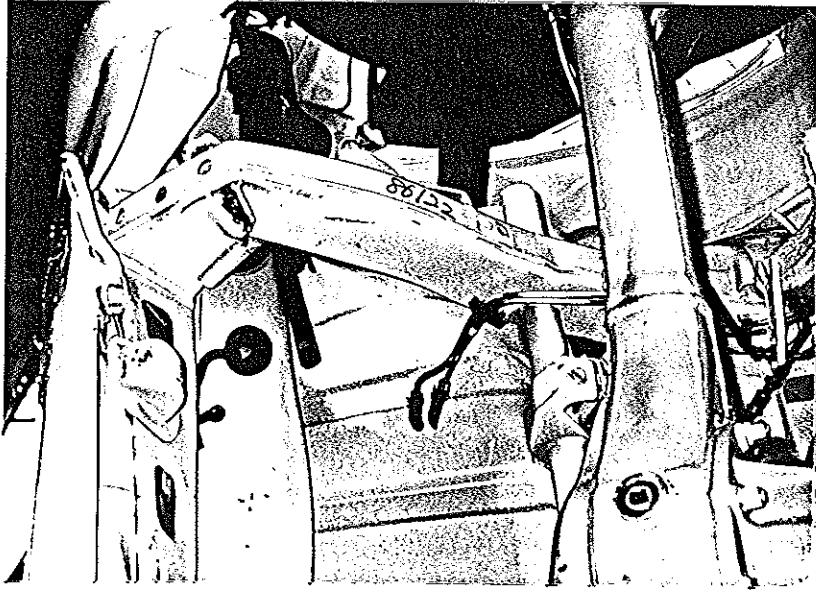


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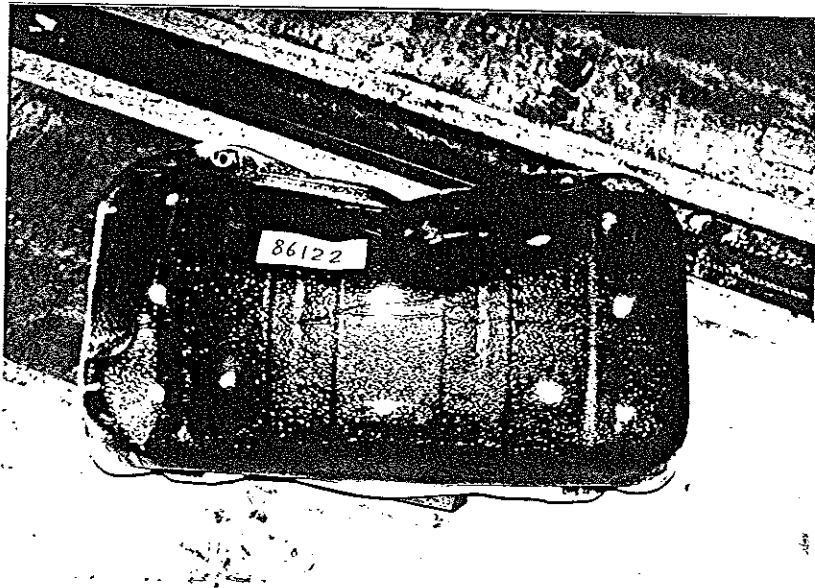
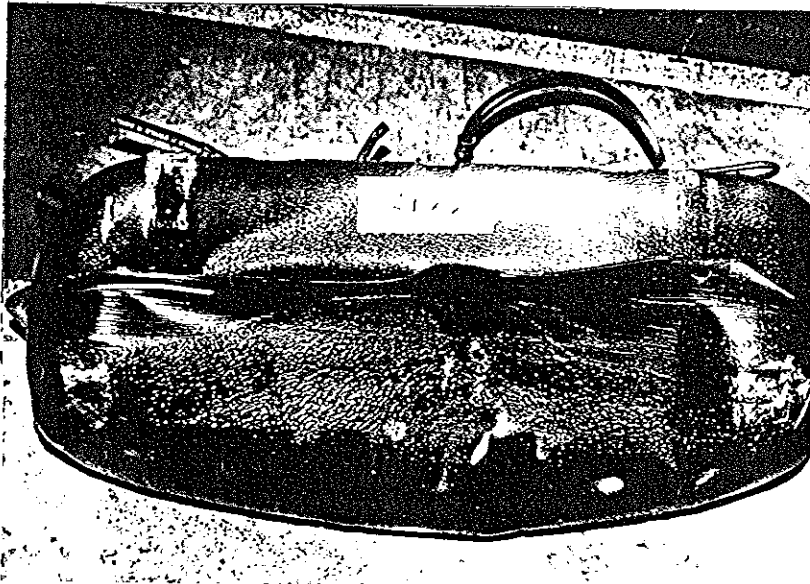




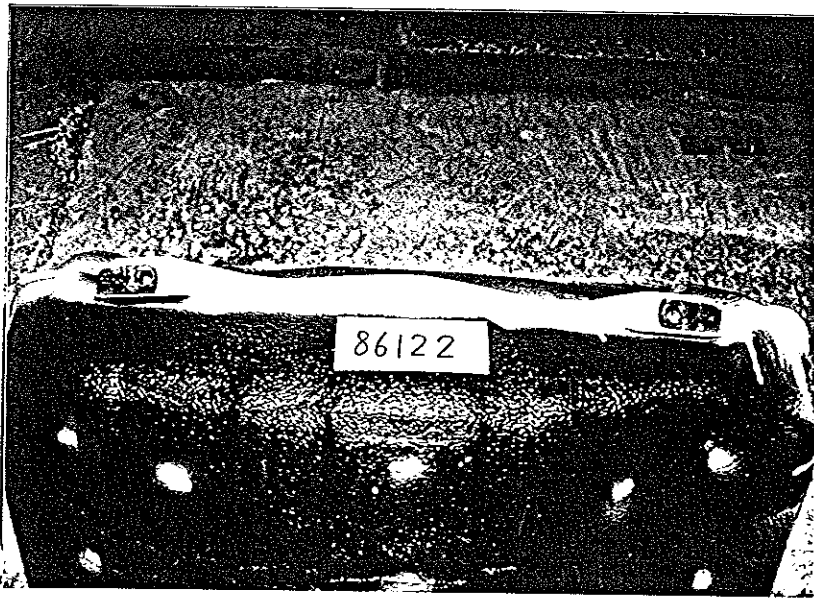
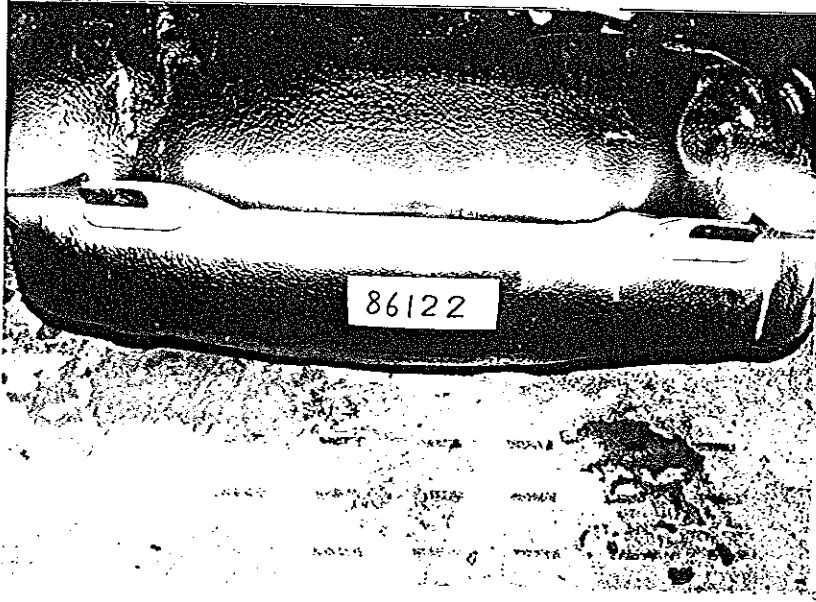
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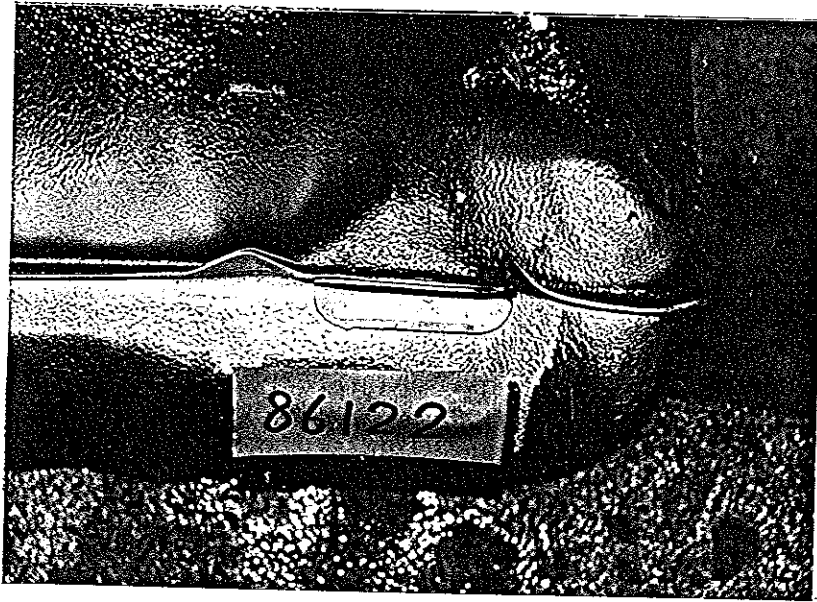
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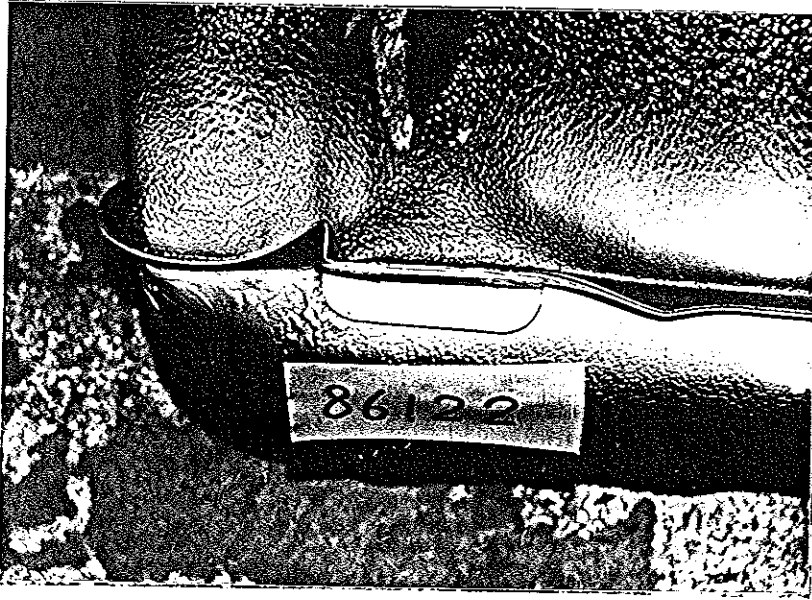
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8814

CAR TO CAR FULL

TITLE : FUEL SYSTEM INTEGRITY ( DEVELOPMENT TEST : CAR TO CAR 50 MPH )

Test No. : 86-253

Test Date : 06/25/96

Vehicle : Model SIDEKICK 4door  
Number JS3TD03V3V4100006

Body Style VAN  
Make Production

Year 1996

Engine : Configuration G16A

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T ( 4 Speed )

A/C : Yes  No

P/S : Yes  No

P/B : Yes  No

Impact Pattern : REAR -FRONT FULL LAP

Striking Car Type : TOYOTA CROWN

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
	FRONT 764.0 kg
	REAR 690.0 kg
	TOTAL 1454.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

STRIKING CAR	1476.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT 78.6 ( 48.8 ) km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		

SUZUKI RESTRICTED

Page 1/2

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-253

Test Results :

WAS FUEL SPILLAGE :	
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.25.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm



## 1. TEST CONDITION (CONTINUED)

86253

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	762	765
	RIGHT	765	767
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		



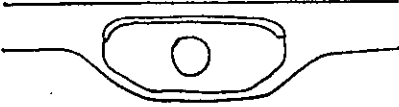
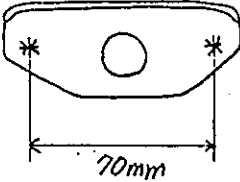
## 2. POST-TEST CONDITION

TEST SPEED	78.6 km/h	
DEVIATION OF MOVING BARRIER	40 mm Right	
VEHICLE DEFORMATION (MM)	LEFT	373
	CENTER	395
	RIGHT	451
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

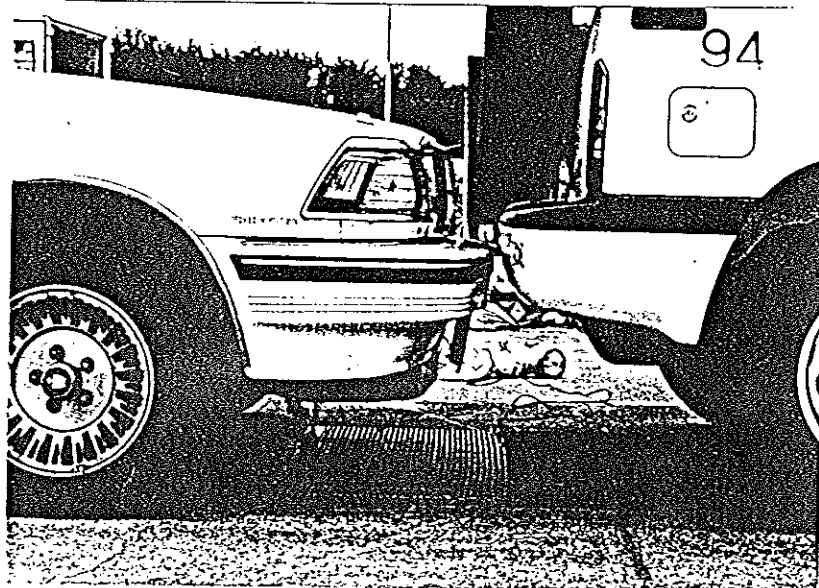
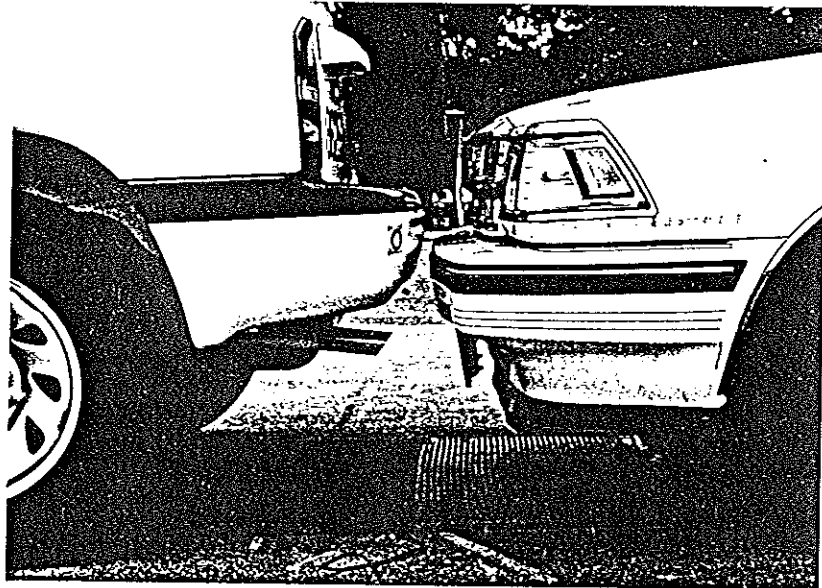
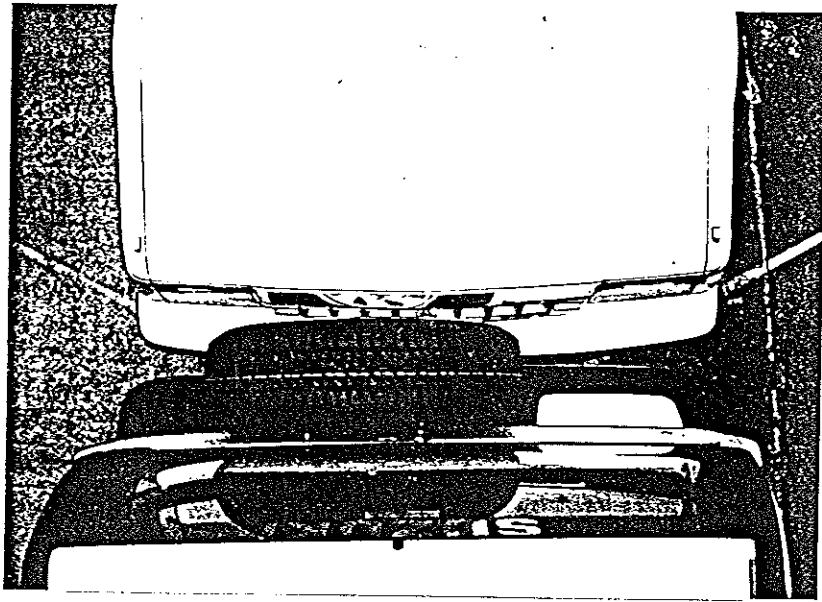
S 211308

TEST NO. 86253

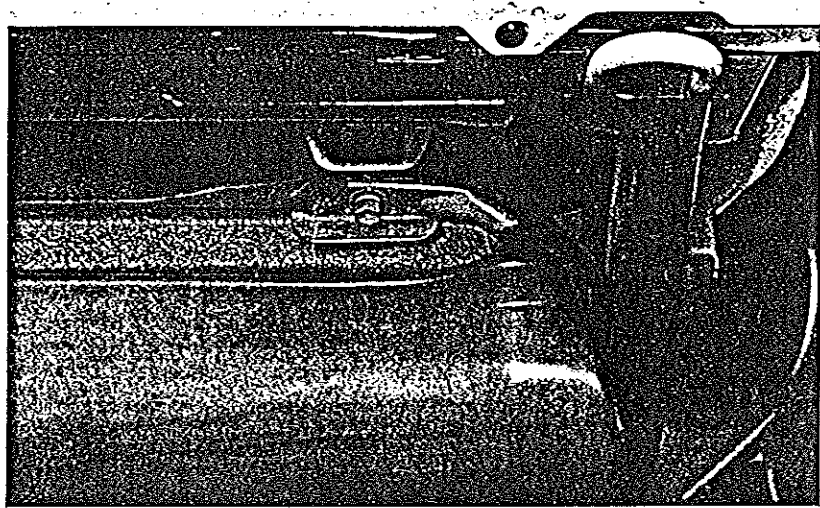
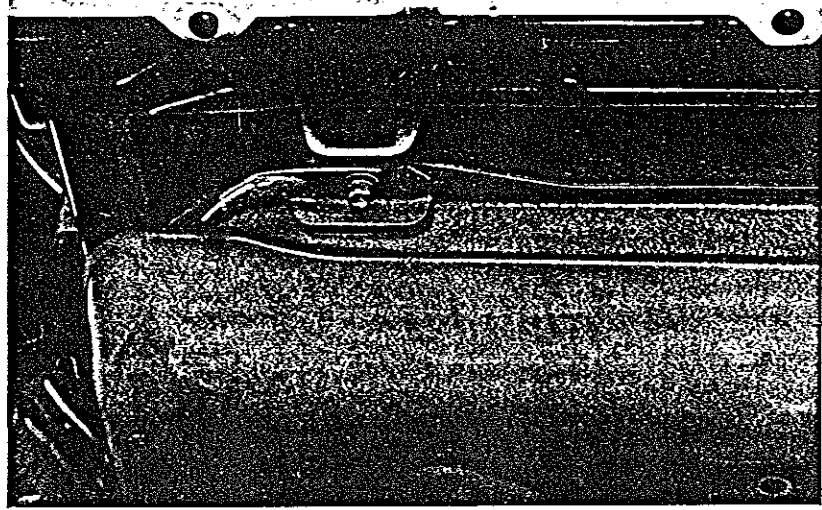
1. TEST CONDITION

VEHICLE		IWATA '96MY 4door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD      26 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>338.0</td> <td>312.0</td> <td>650.0</td> </tr> <tr> <td>RIGHT</td> <td>346.0</td> <td>314.0</td> <td>660.0</td> </tr> <tr> <td>TOTAL</td> <td>684.0</td> <td>626.0</td> <td>1310.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	338.0	312.0	650.0	RIGHT	346.0	314.0	660.0	TOTAL	684.0	626.0	1310.0
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TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>381.0</td> <td>347.0</td> <td>728.0</td> </tr> <tr> <td>RIGHT</td> <td>383.0</td> <td>343.0</td> <td>726.0</td> </tr> <tr> <td>TOTAL</td> <td>764.0</td> <td>690.0</td> <td>1454.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	381.0	347.0	728.0	RIGHT	383.0	343.0	726.0	TOTAL	764.0	690.0	1454.0
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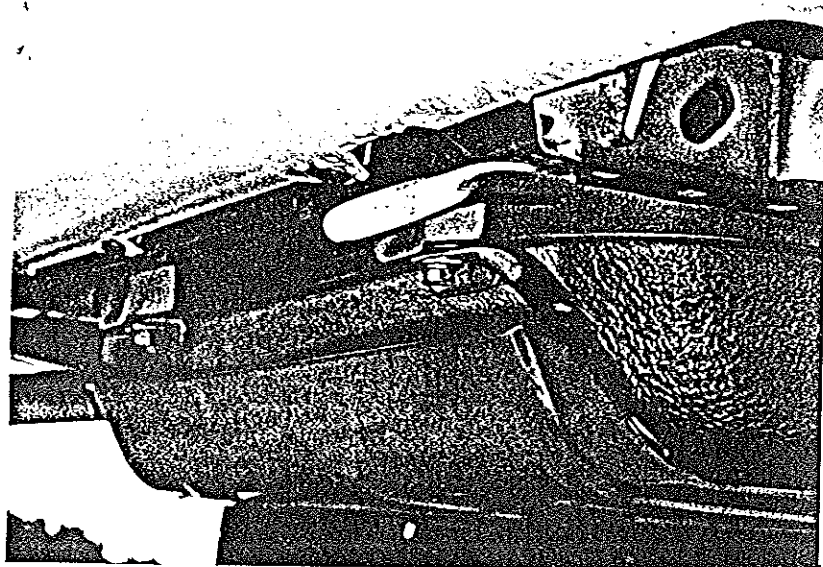
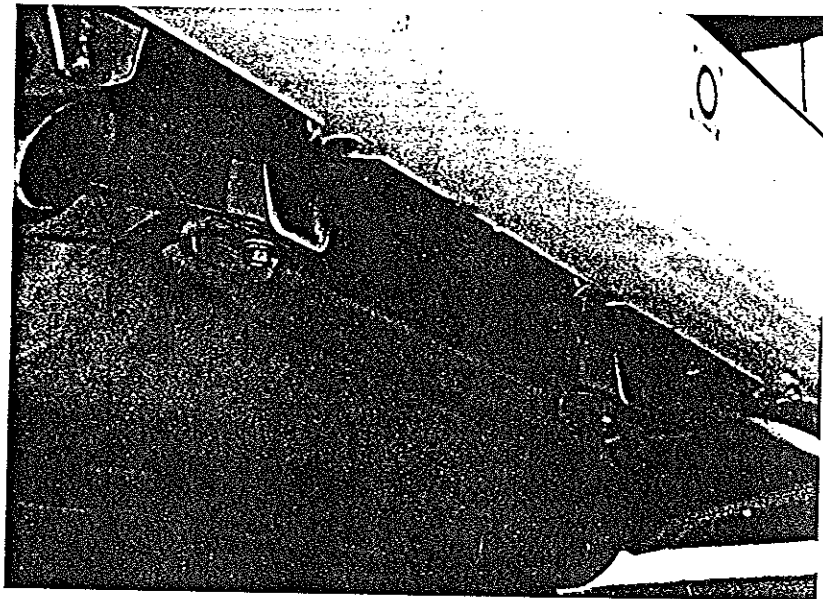
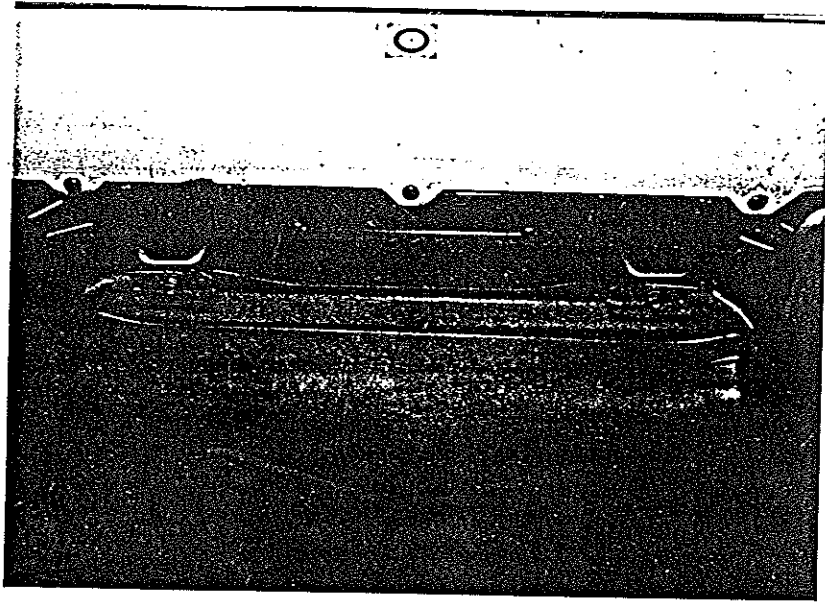
試験前 (Pre-Test)



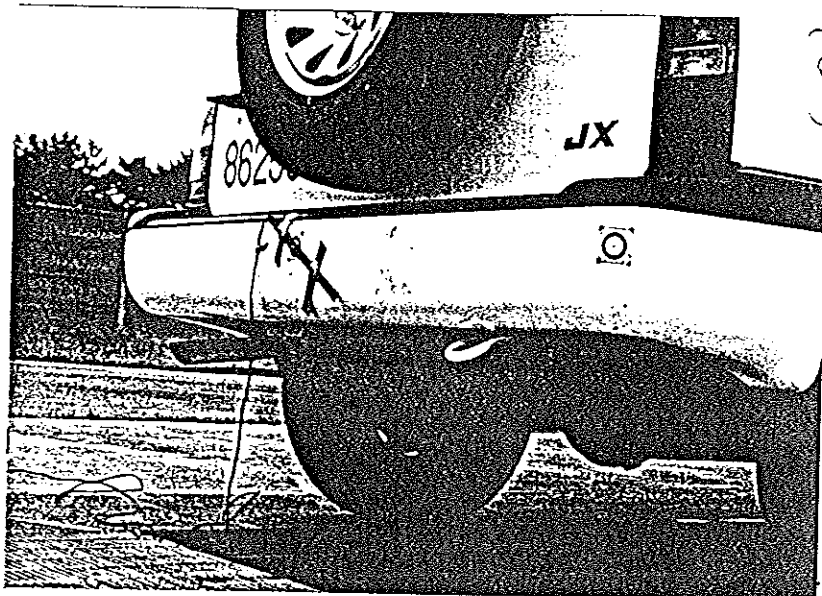
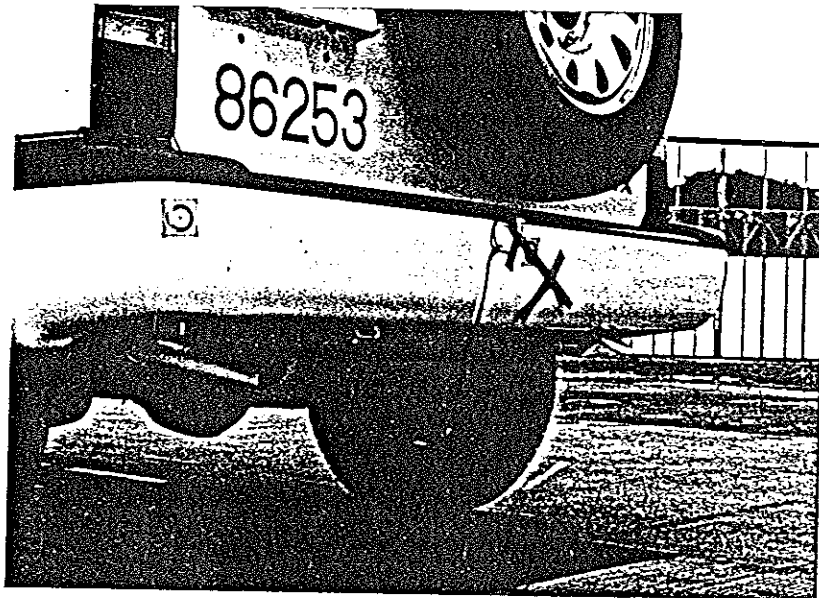
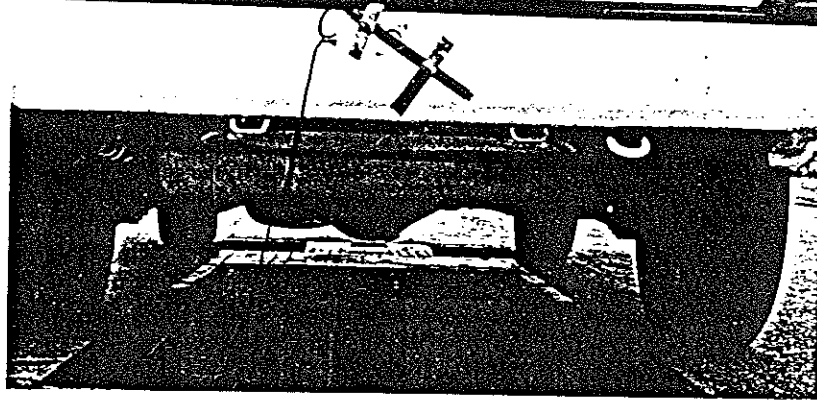
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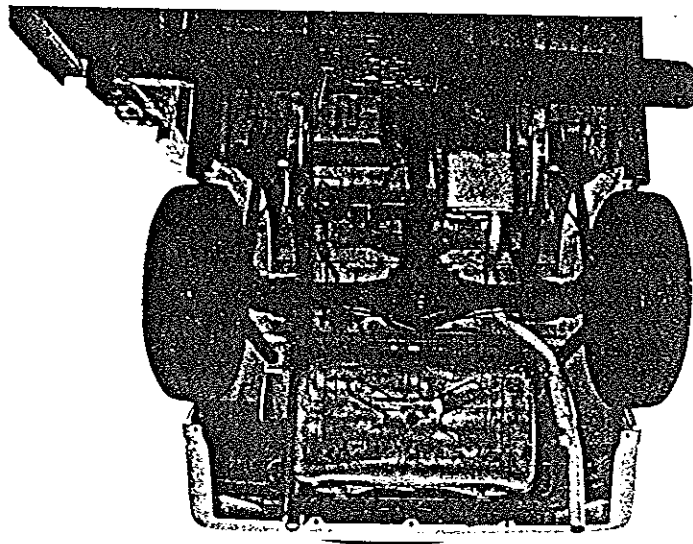
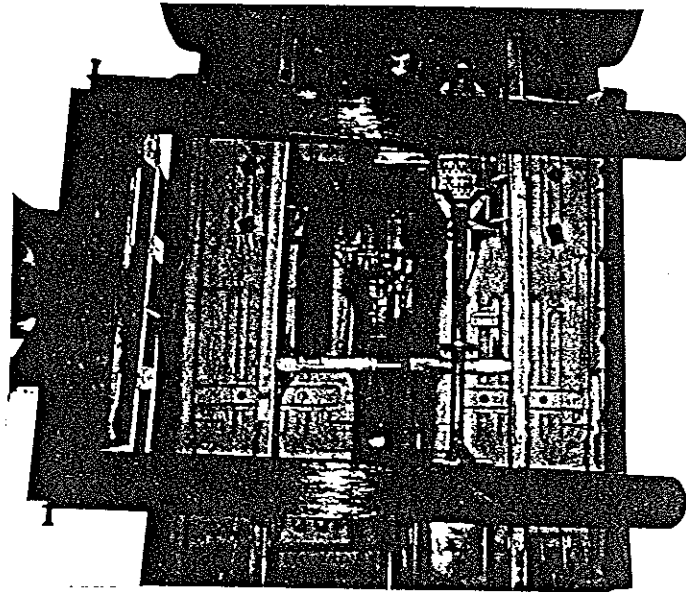
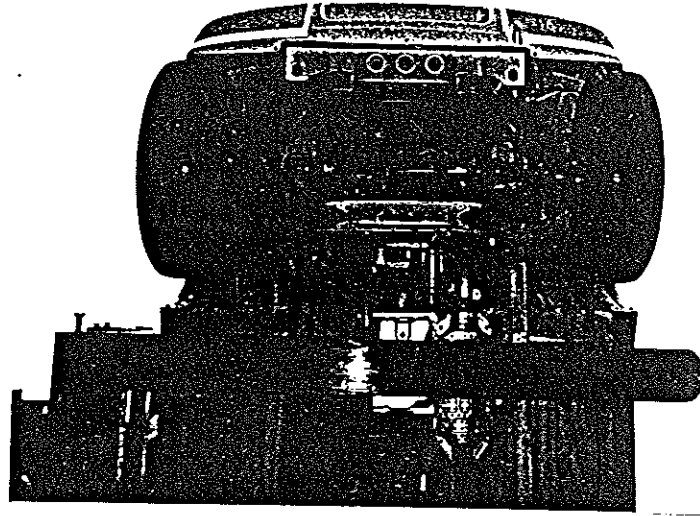
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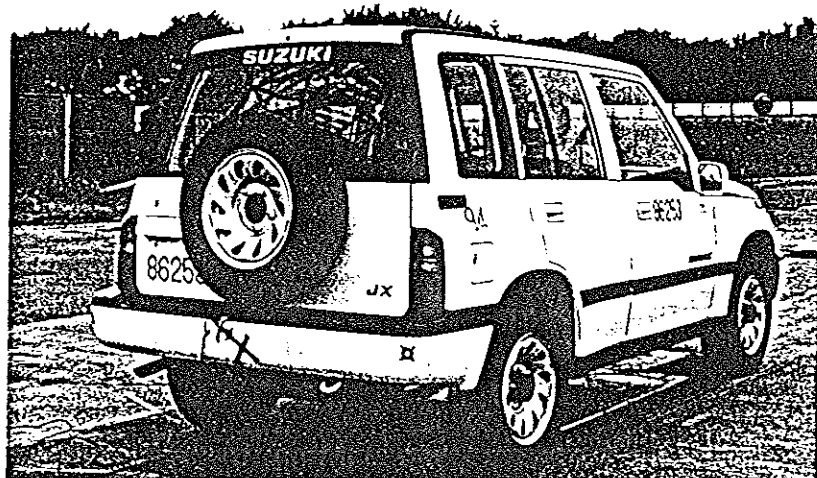
試験前 (Pre-Test)



試験前 (Pre-Test)



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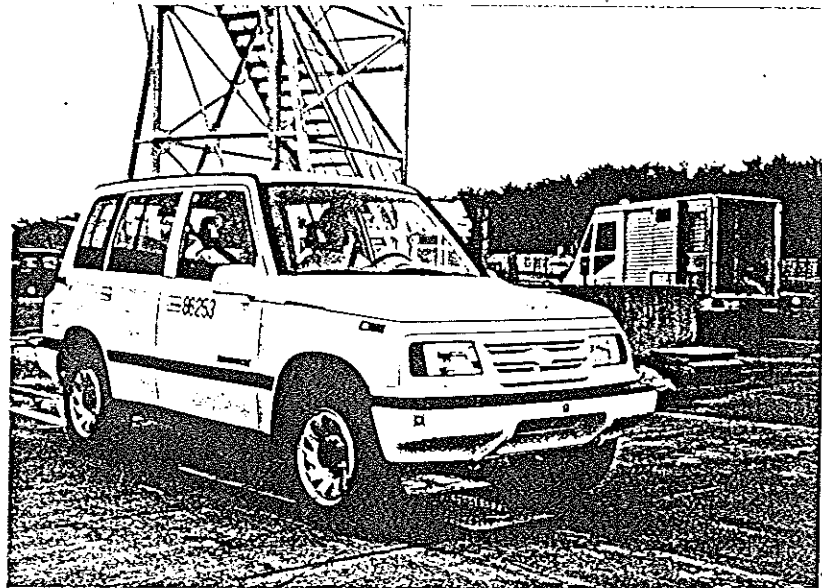
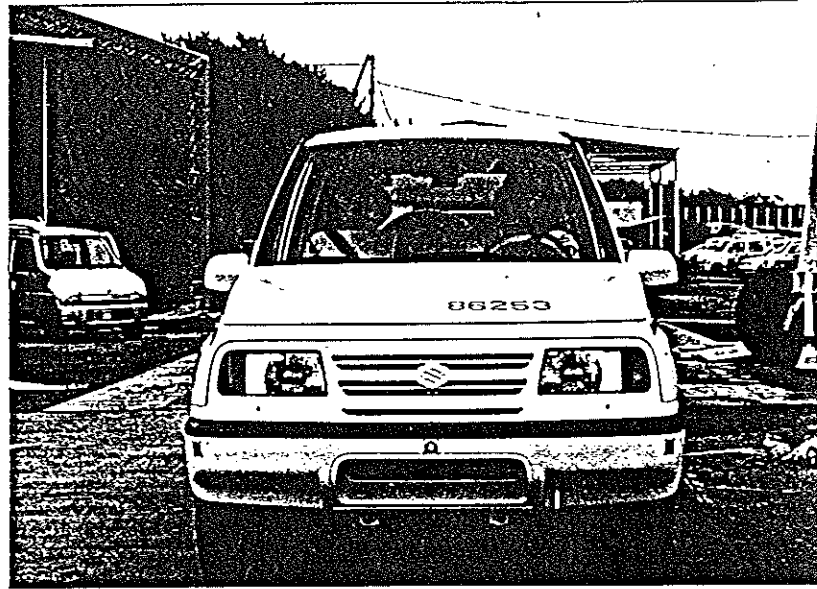




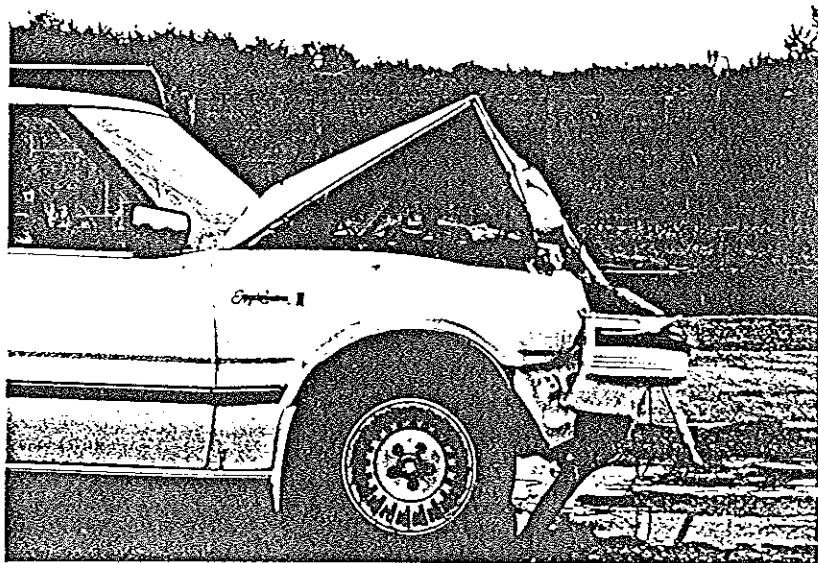
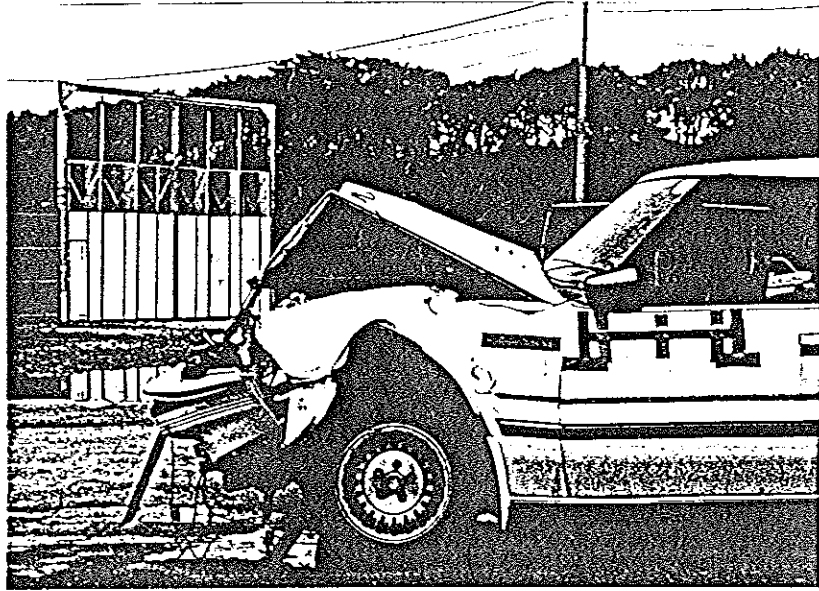
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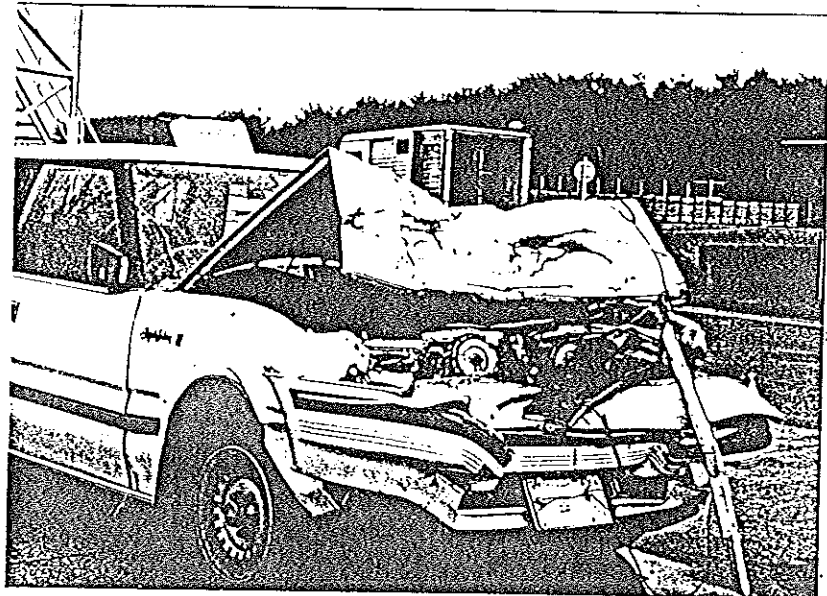
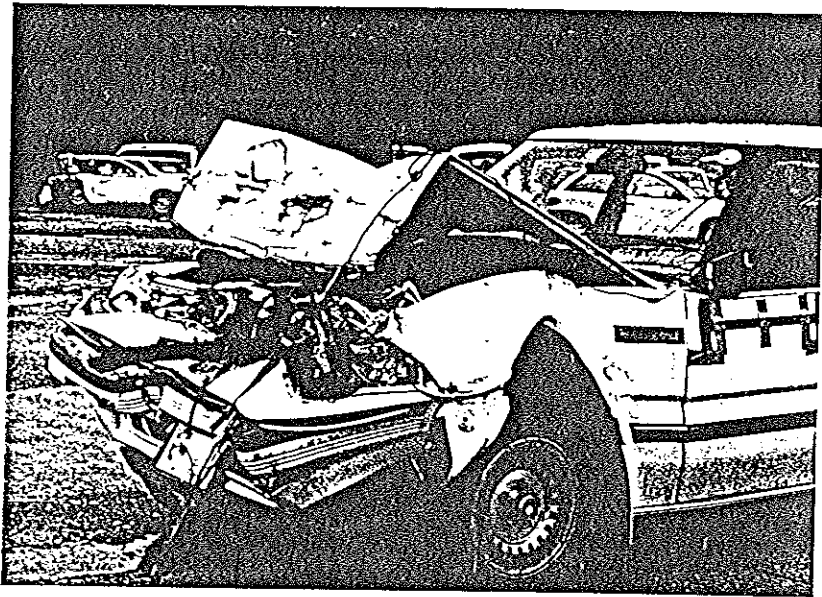
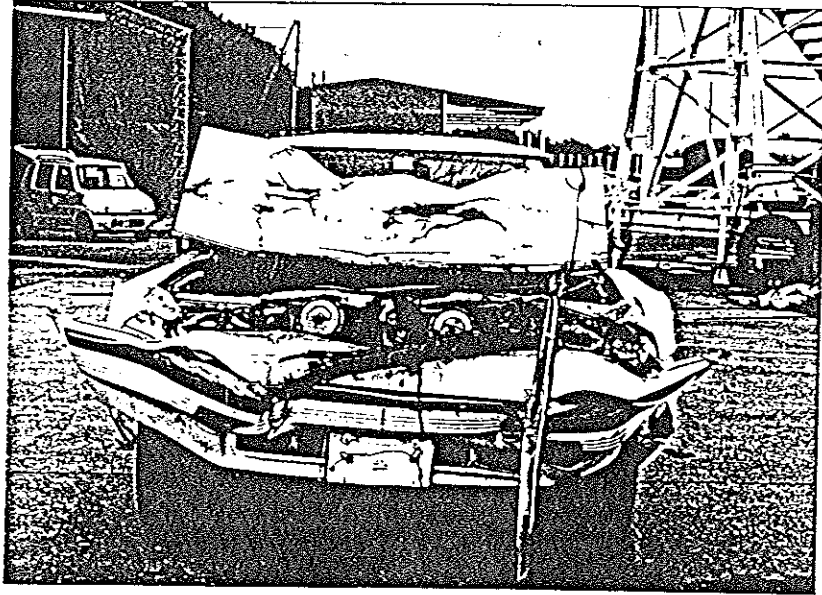
試験前 (Pre-Test)



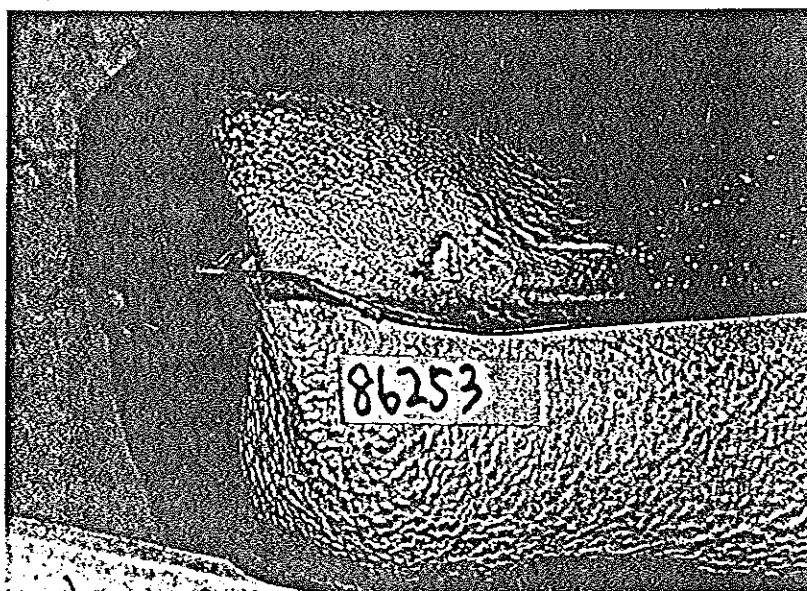
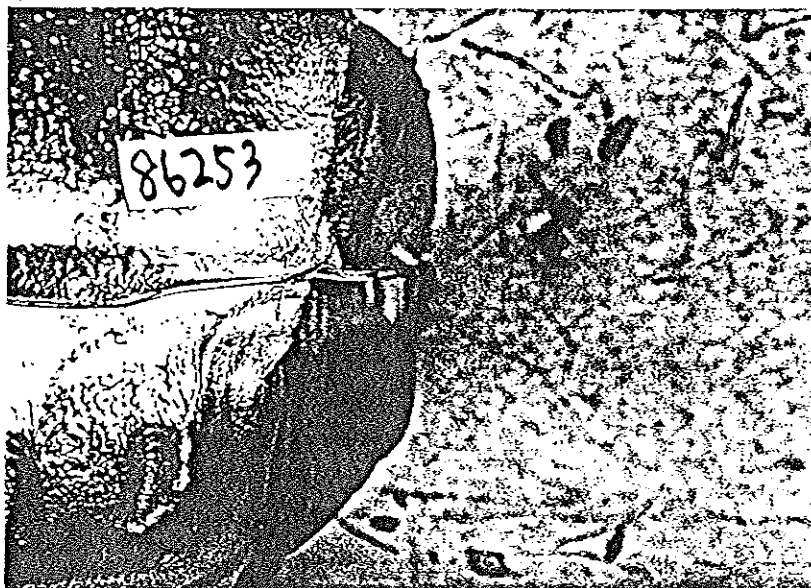
試験後 (Post-Test)



試験後 (Post-Test)

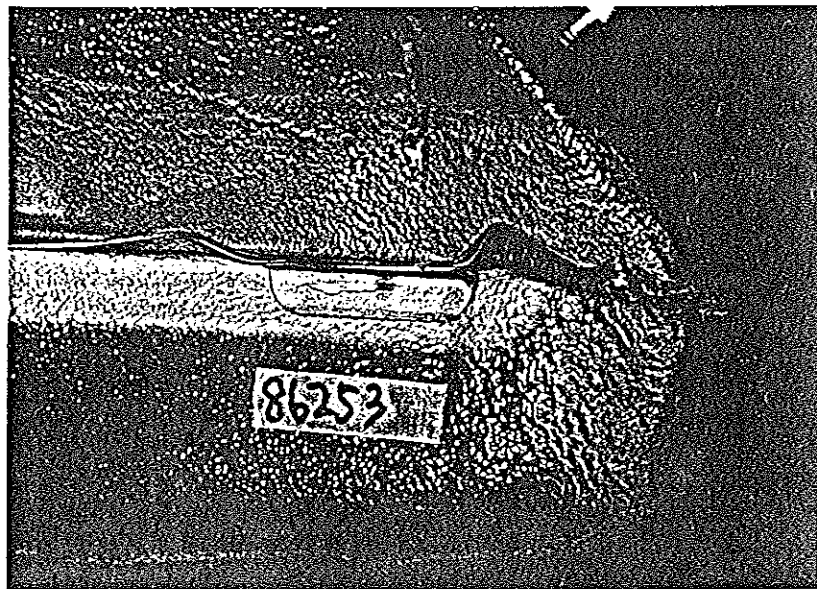
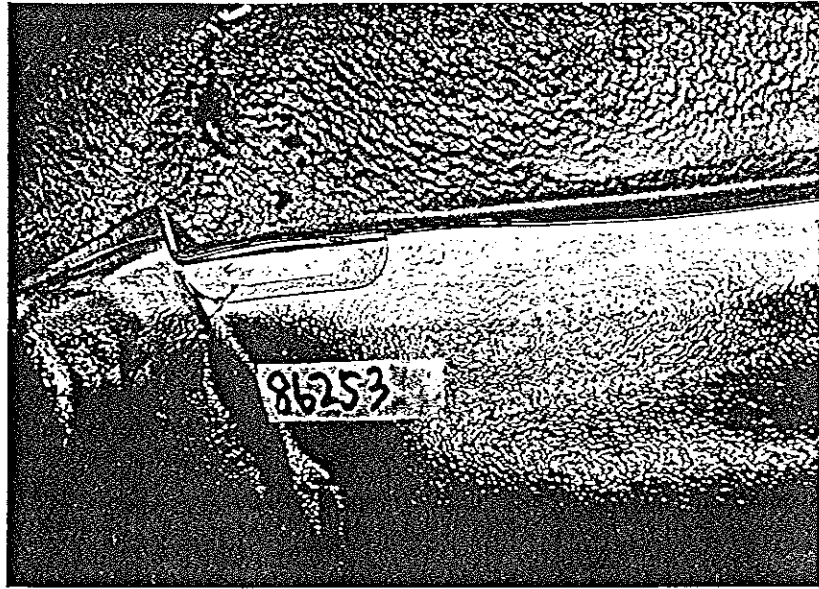


試験後 (Post-Test)



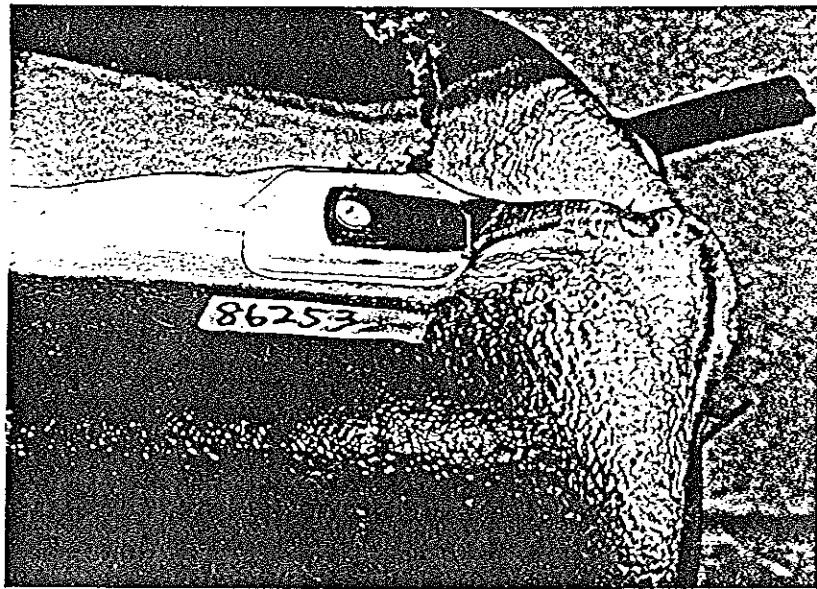
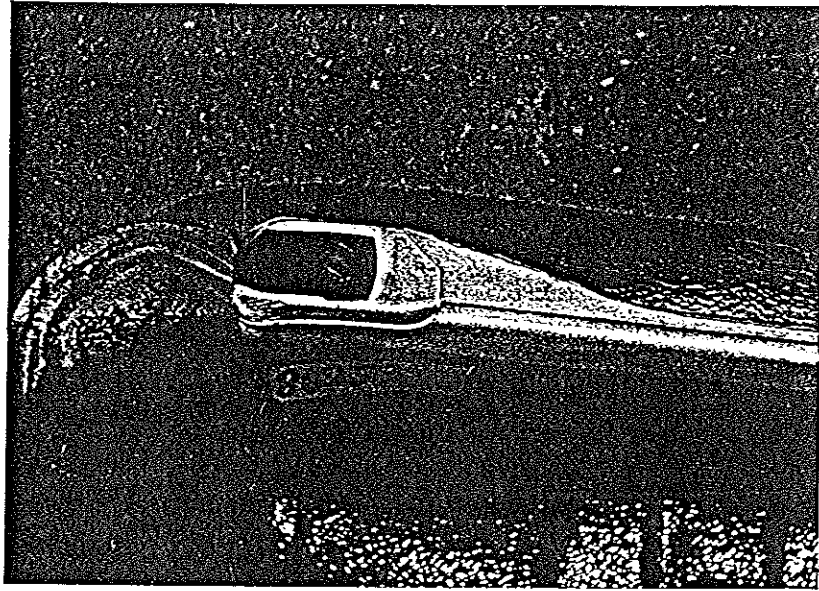
S 211320

試験後 (Post-Test)



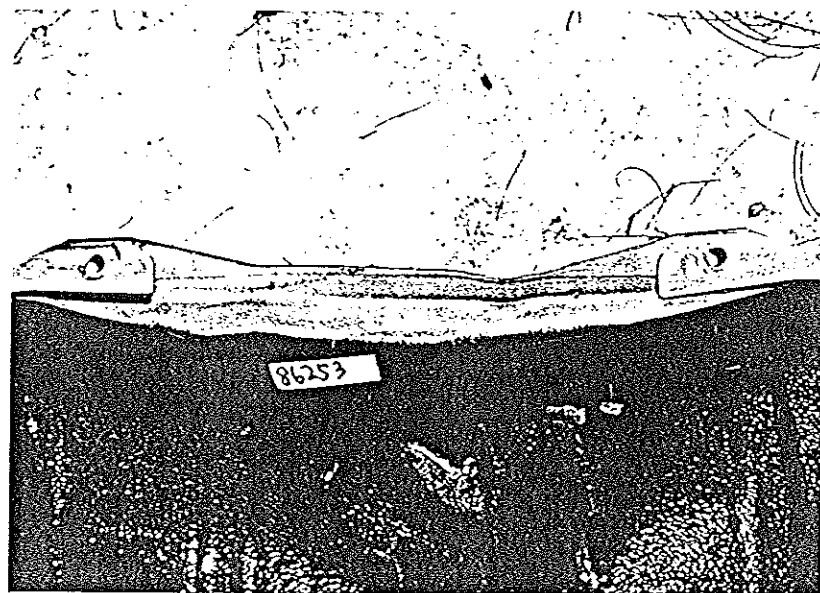
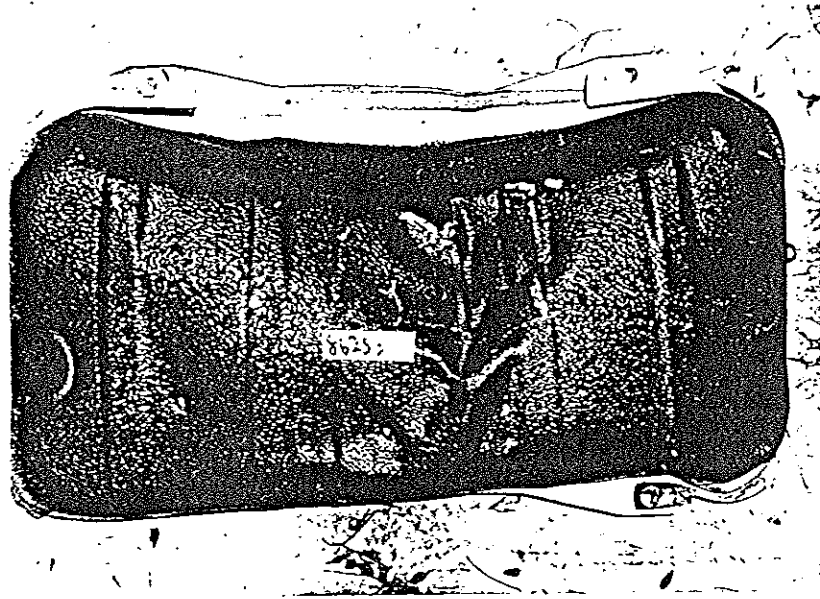
S 211321

試験後 (Post-Test)



S 211322

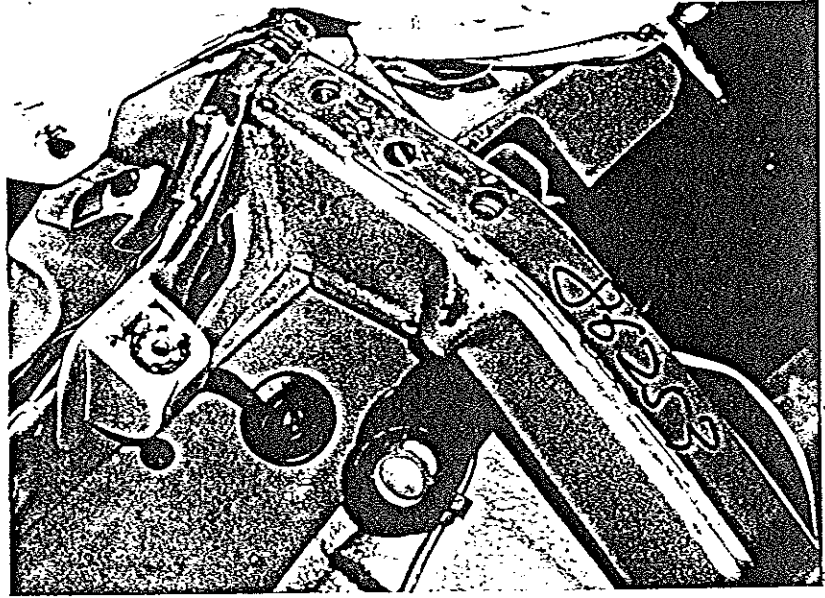
試験後 (Post-Test)



S 211323

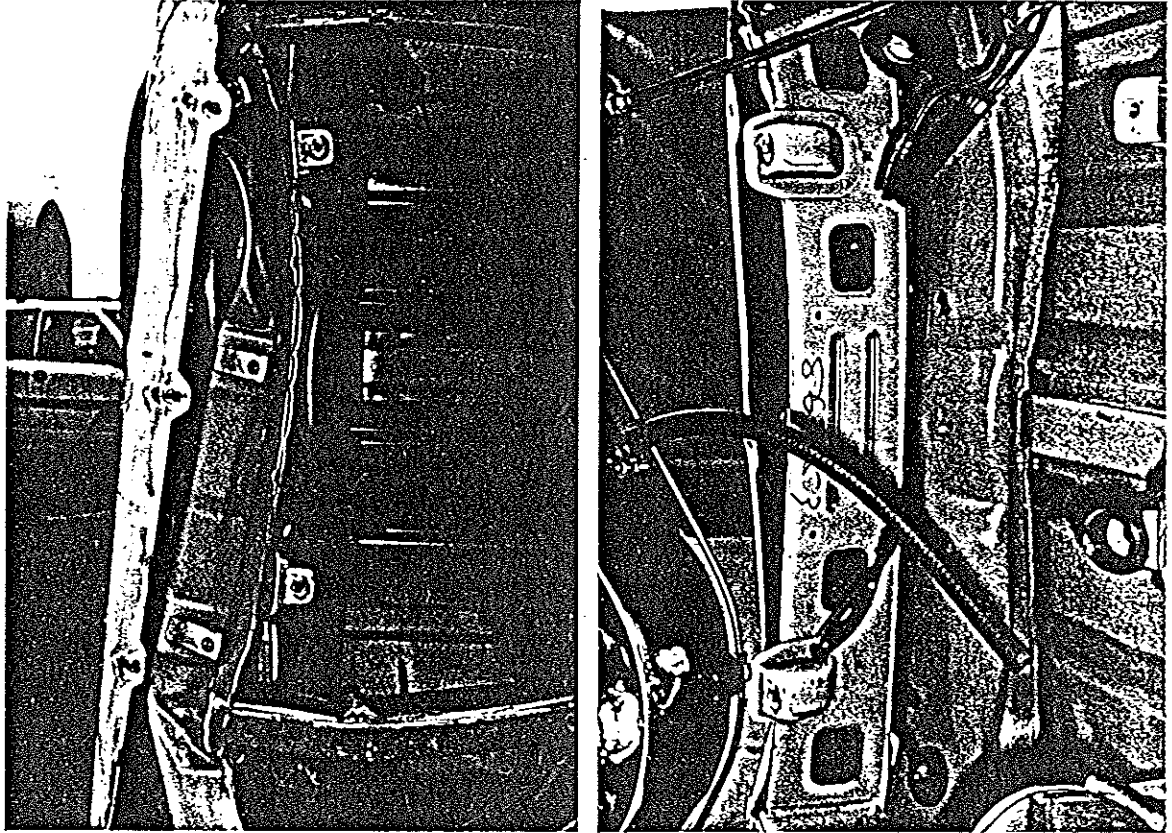


試験後 (Post-Test)



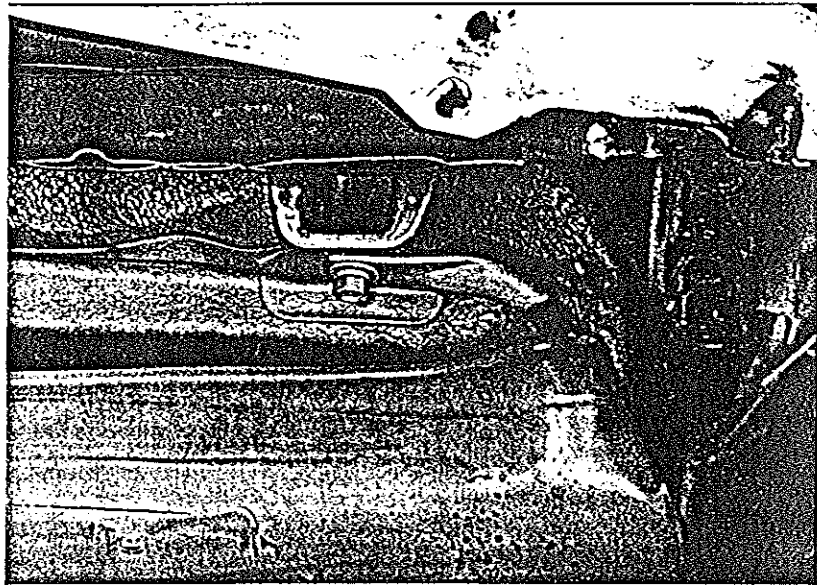
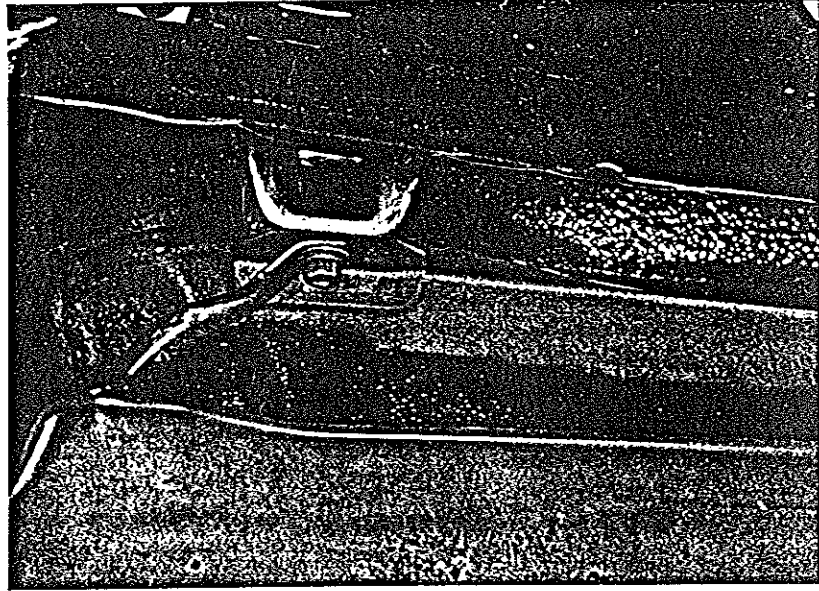
S 211324

試験後 (Post-Test)

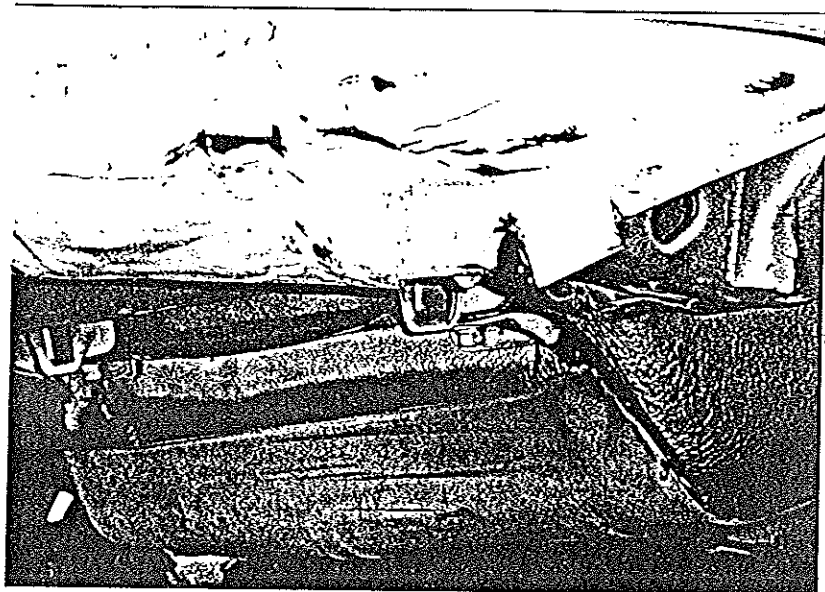
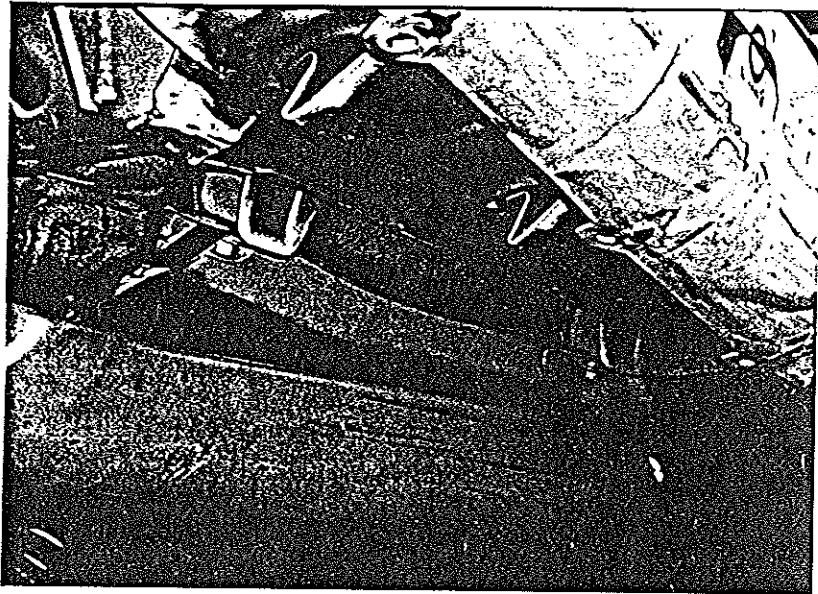
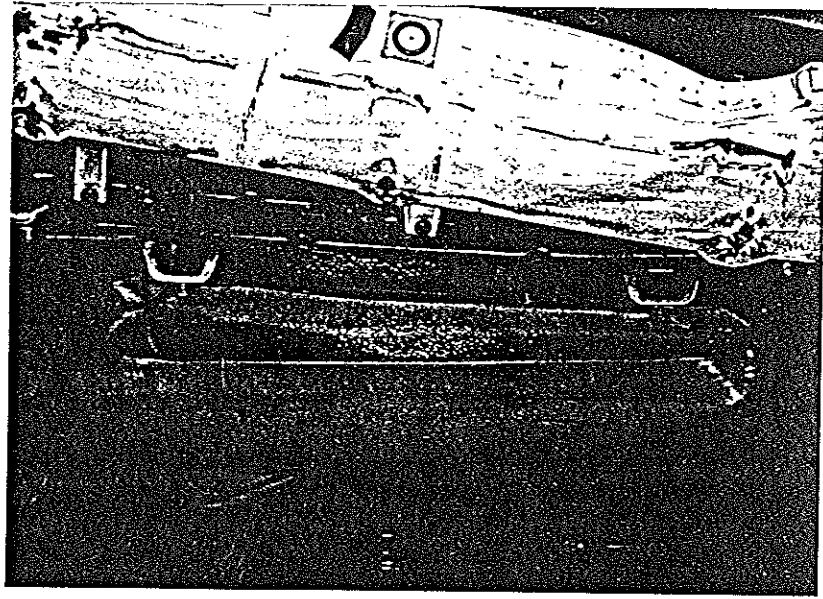


S 211325

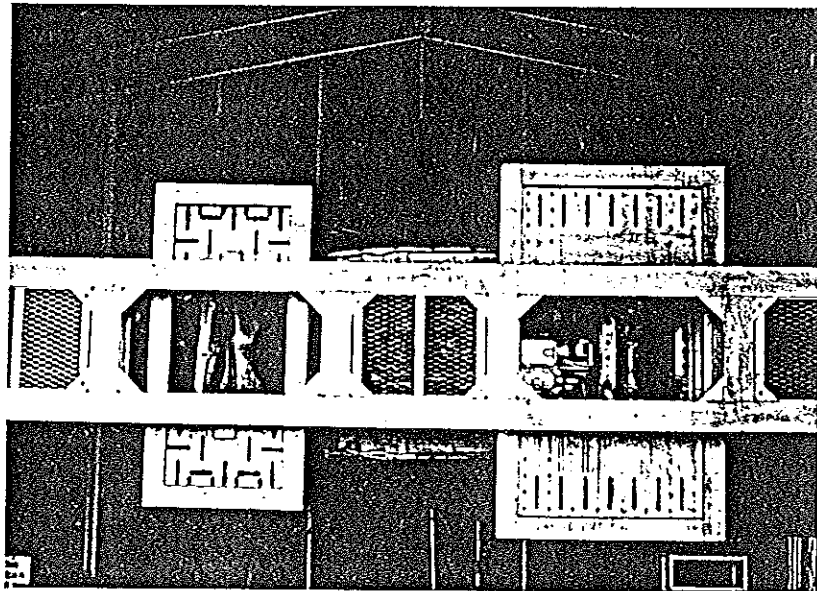
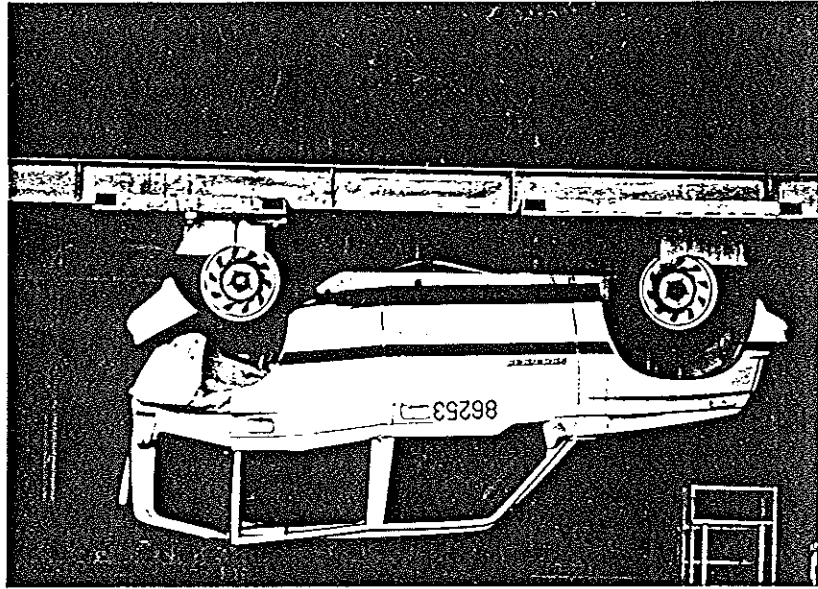
試験後 (Post-Test)



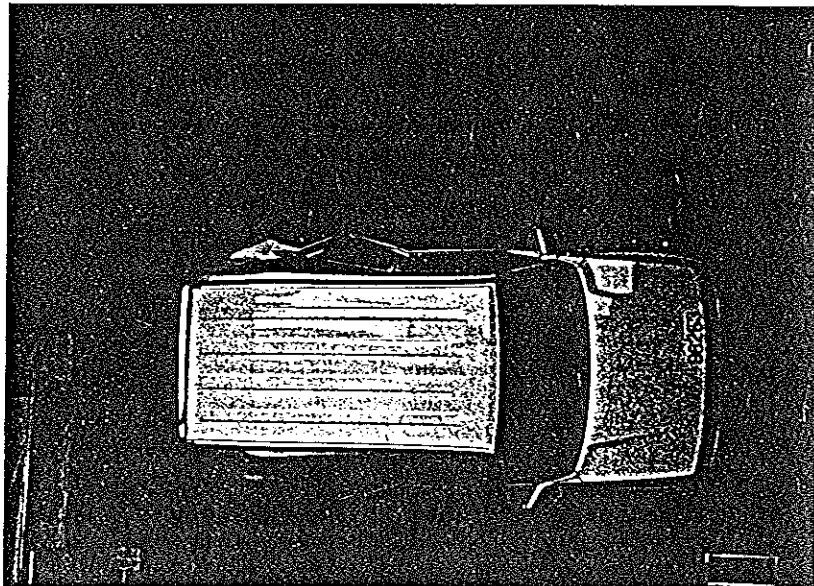
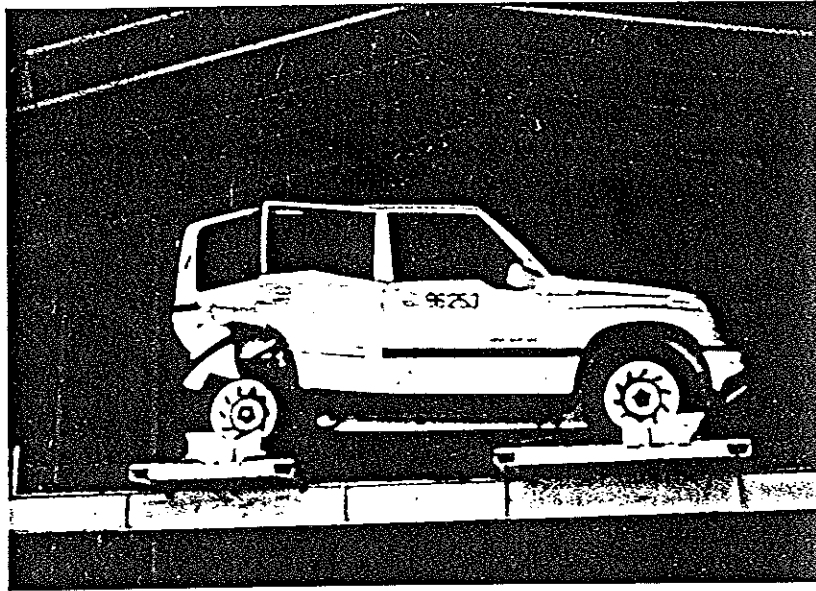
試験後 (Post-Test)



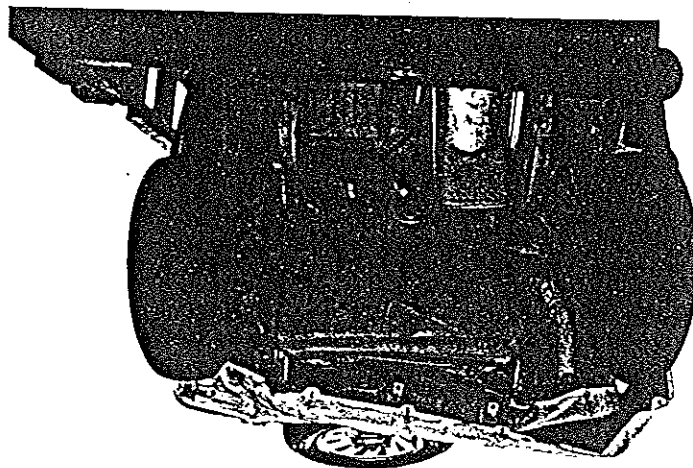
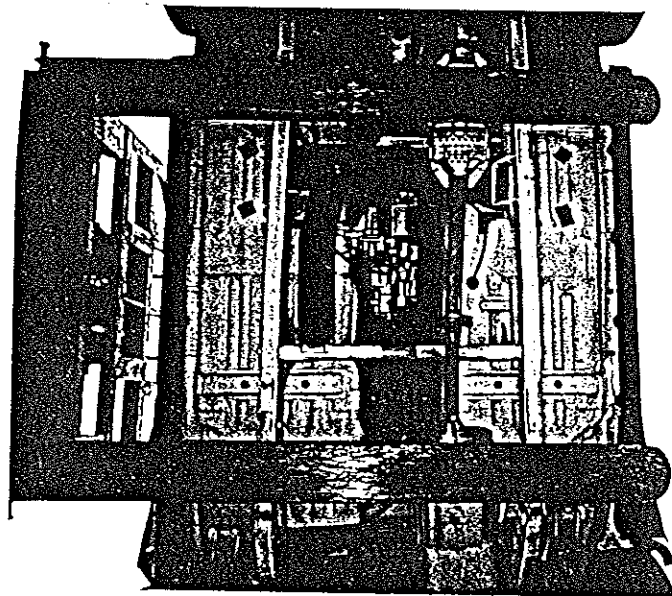
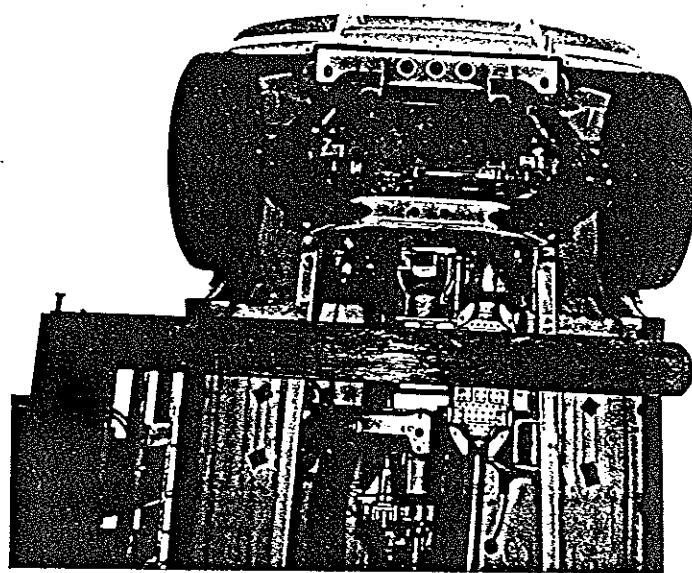
試験後 (Post-Test)



試験後 (Post-Test)

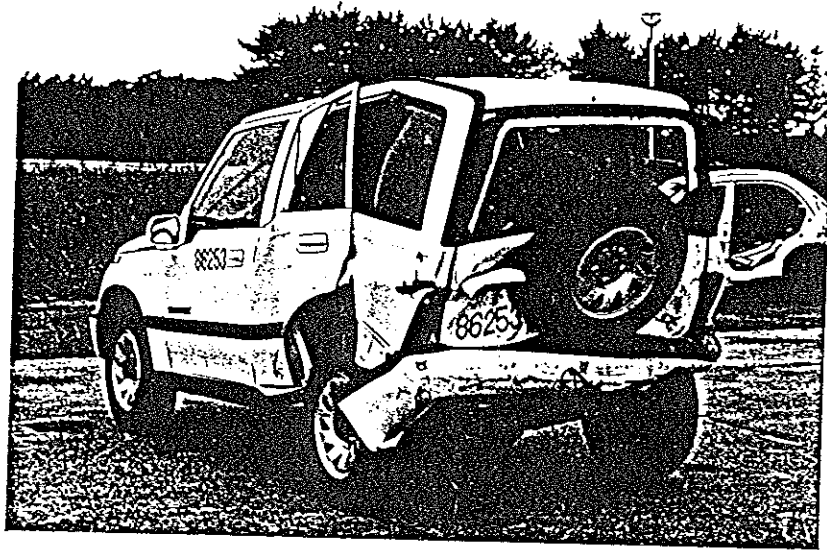


試験後 (Post-Test)



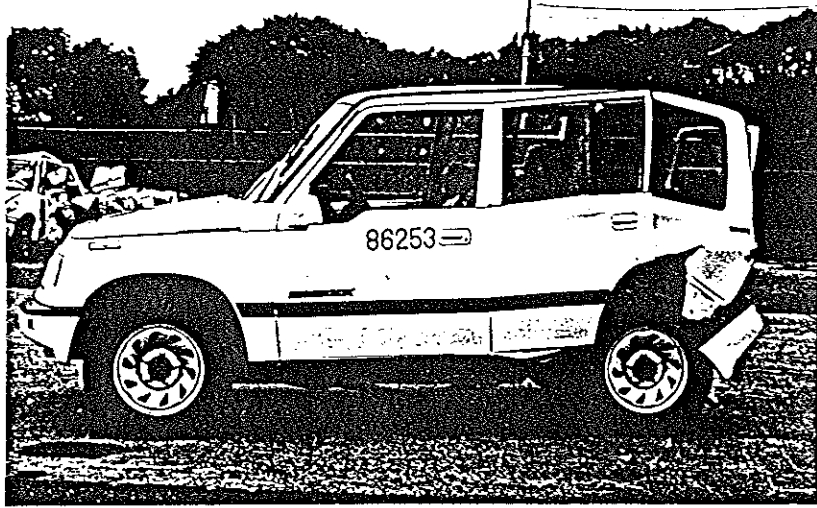
S 211330

試験後 (Post-Test)

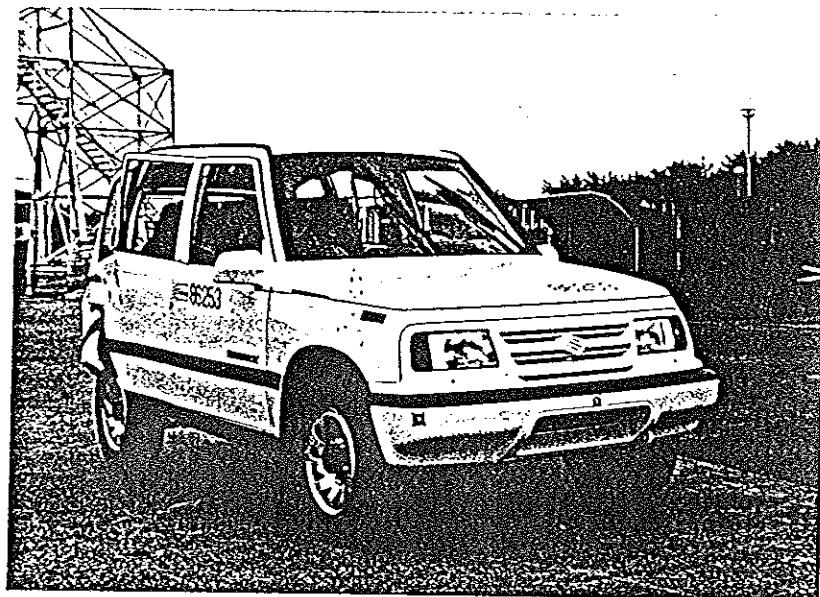
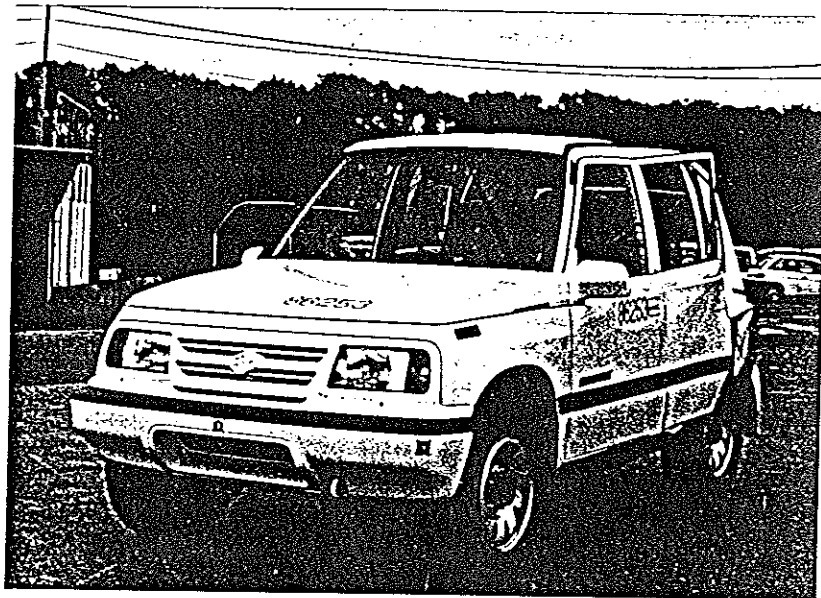




試験後 (Post-Test)



試験後 (Post-Test)



TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816  
FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-112  
Test Date : 06/11/96

Vehicle : Model SIDEKICK SPORT Body Style VAN Year 1996  
Number JS3TD21V1V8100062 Make Pilot-Pro.

Engine : Configuration J18A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 70.0ℓ Unusable Cap. 1.0ℓ Transmission : A/T ( 4 Speed )

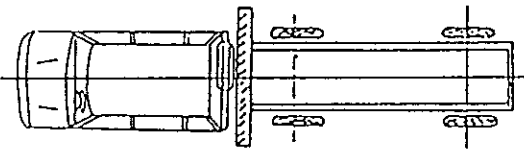
A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES) FRONT 839.0 kg REAR 703.0 kg TOTAL 1542.0 kg	
CARGO BALLAST	137 kg <input type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 65.8 ℓ
ENGINE RUNNING YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER 1815.0 kg NA <input type="checkbox"/>	
VELOCITY AT IMPACT 54.1 ( 33.6 ) km/h ( mph )	
PERPENDICULAR IMPACT NA <input checked="" type="checkbox"/>	
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> FUEL PIPE <input type="checkbox"/> A-PILLER <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT NA <input checked="" type="checkbox"/>	
ACUTE ANGLE Degrees	
TEST CONFIGURATION :	
	

**S 211334**

TEST RESULT

SUZUKI MOTOR CORPORATION

Test No. : 86-112

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

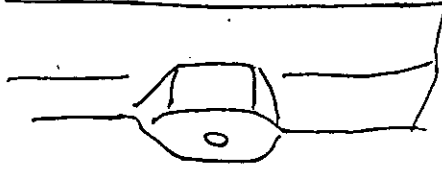



Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE		
DURING IMPACT: 0.0 gm		DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT ) :	0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.11.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86-112

1. TEST CONDITION

VEHICLE		IWATA 96MY SIDEKICK SPORT 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		FINE 25 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>372.0</td> <td>329.0</td> <td>701.0</td> </tr> <tr> <td>RIGHT</td> <td>381.0</td> <td>316.0</td> <td>697.0</td> </tr> <tr> <td>TOTAL</td> <td>753.0</td> <td>645.0</td> <td>1398.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	372.0	329.0	701.0	RIGHT	381.0	316.0	697.0	TOTAL	753.0	645.0	1398.0
	FRONT	REAR	TOTAL																
LEFT	372.0	329.0	701.0																
RIGHT	381.0	316.0	697.0																
TOTAL	753.0	645.0	1398.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>408.0</td> <td>359.0</td> <td>767.0</td> </tr> <tr> <td>RIGHT</td> <td>431.0</td> <td>344.0</td> <td>775.0</td> </tr> <tr> <td>TOTAL</td> <td>839.0</td> <td>703.0</td> <td>1542.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	408.0	359.0	767.0	RIGHT	431.0	344.0	775.0	TOTAL	839.0	703.0	1542.0
	FRONT	REAR	TOTAL																
LEFT	408.0	359.0	767.0																
RIGHT	431.0	344.0	775.0																
TOTAL	839.0	703.0	1542.0																

S 211336

## 1. TEST CONDITION (CONTINUED)

86112

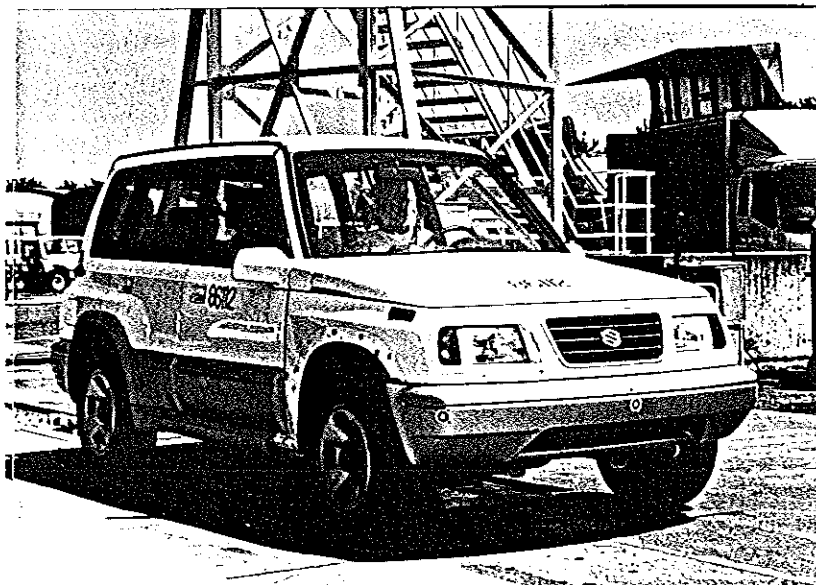
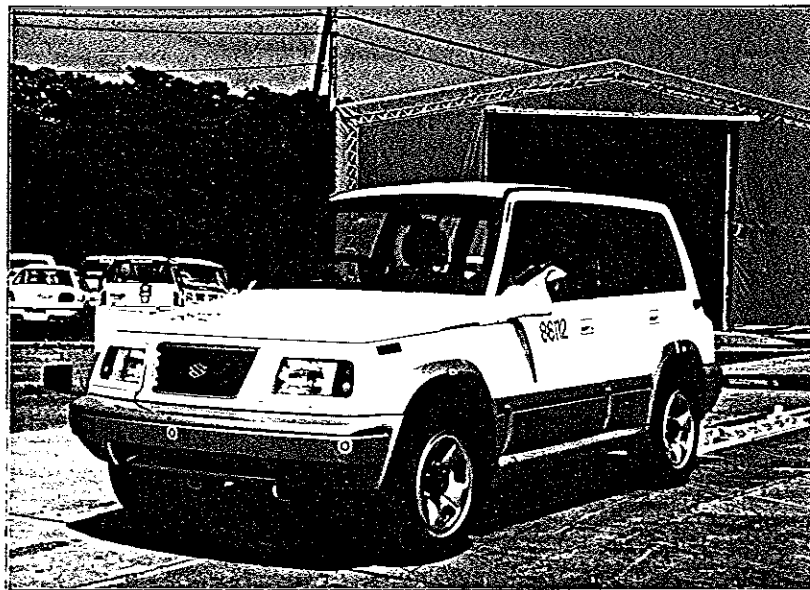
TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	752	755
	RIGHT	765	760
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

## 2. POST-TEST CONDITION

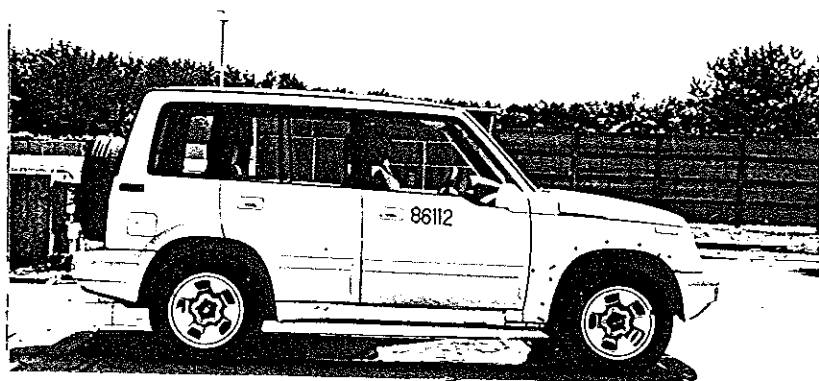
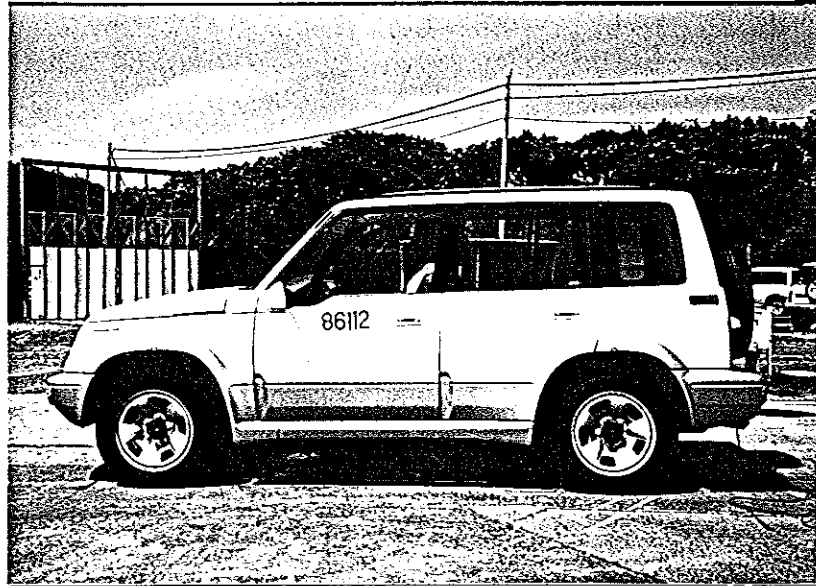
TEST SPEED	54.1 km/h	
DEVIATION OF MOVING BARRIER	22mm Left	
VEHICLE DEFORMATION (MM)	LEFT	333
	CENTER	356
	RIGHT	324
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

S 211337

試験前 (Pre-Test)



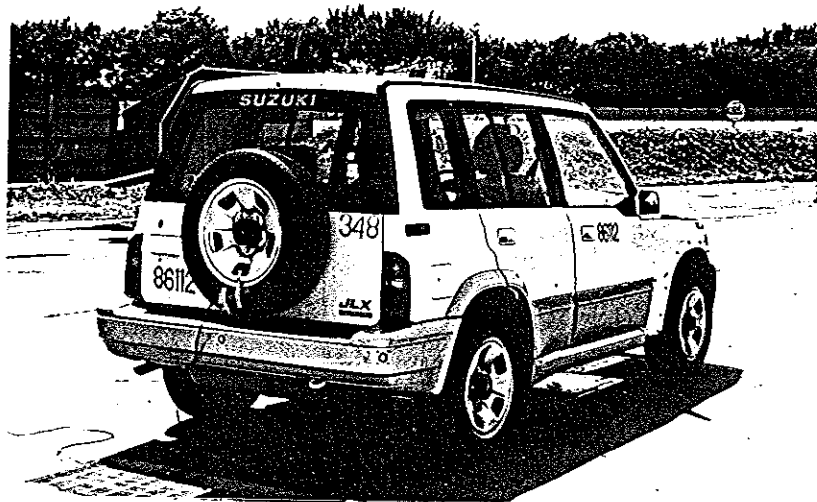
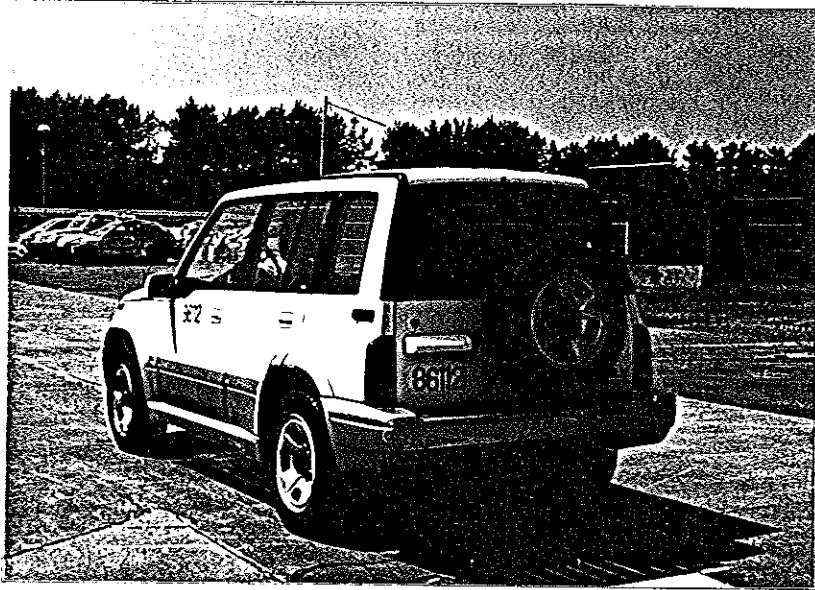
試験前 (Pre-Test)



S 211339

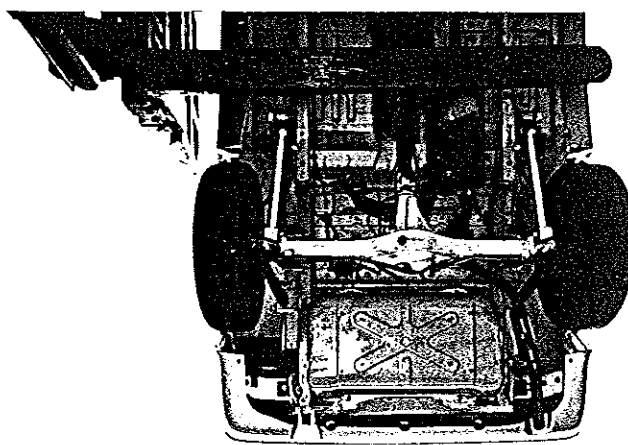
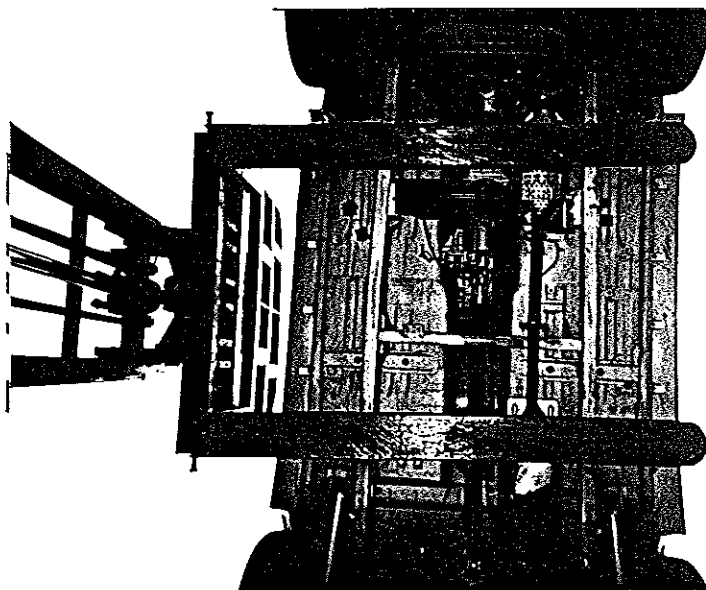
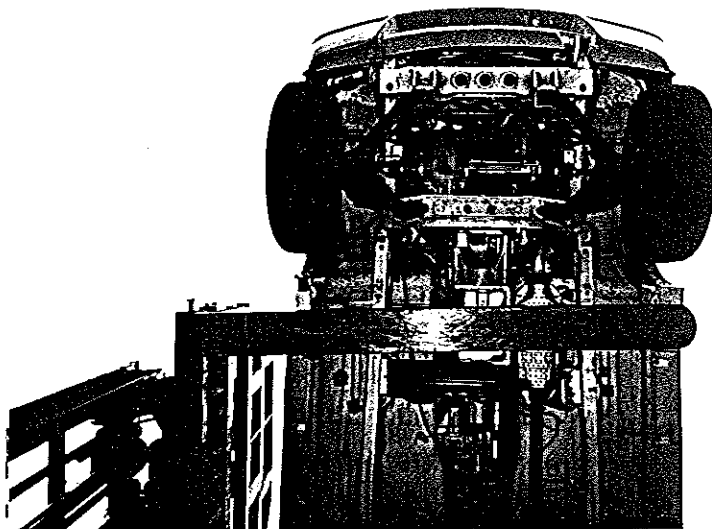


試験前 (Pre-Test)



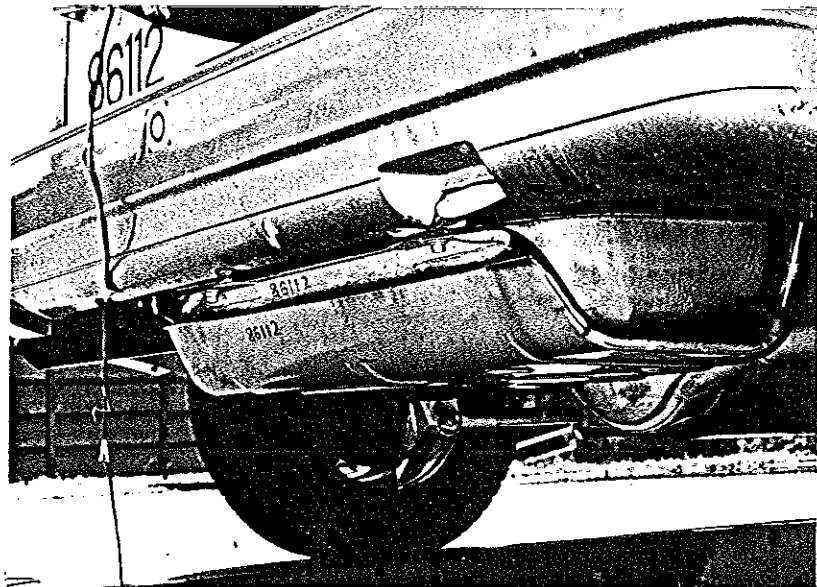
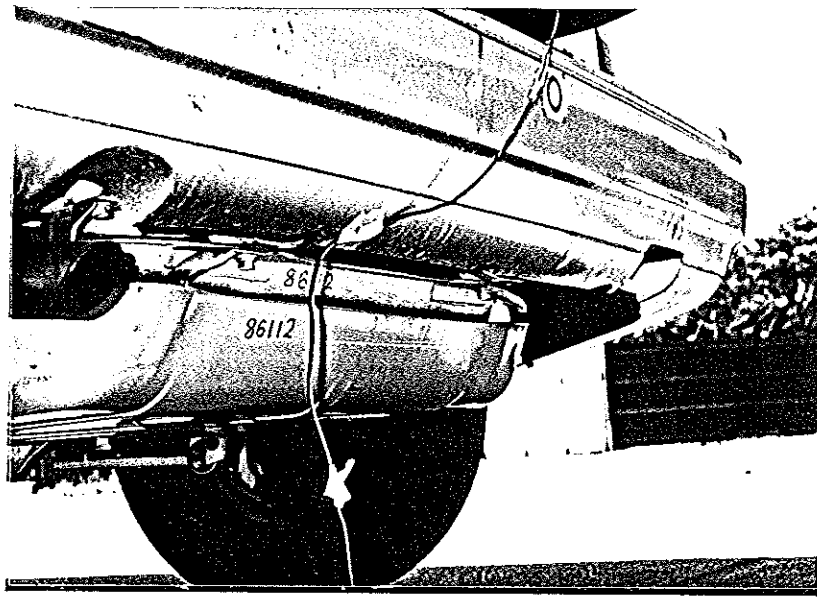
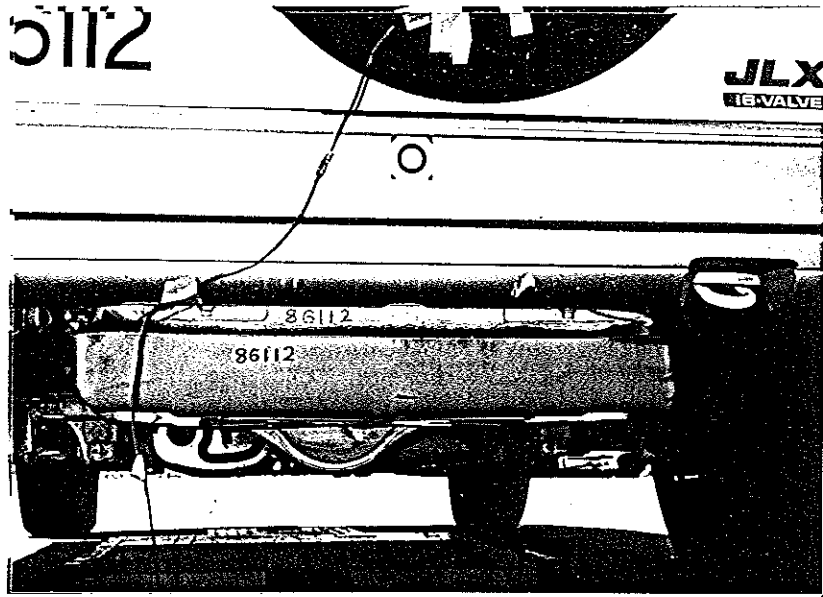
S 211340

試験前 (Pre-Test)

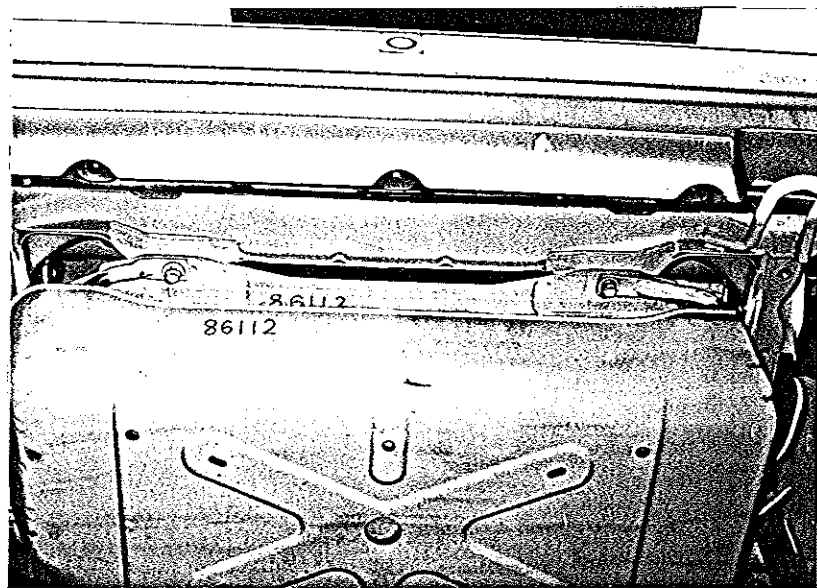
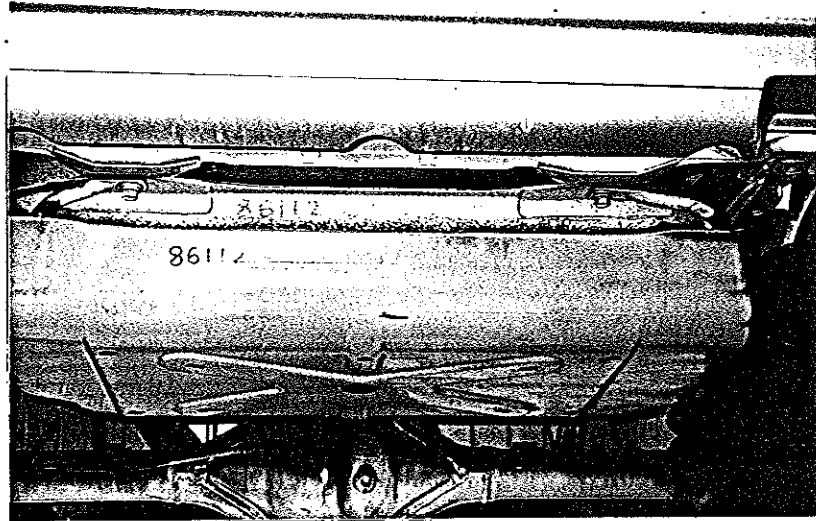


S 211341

試験前 (Pre-Test)

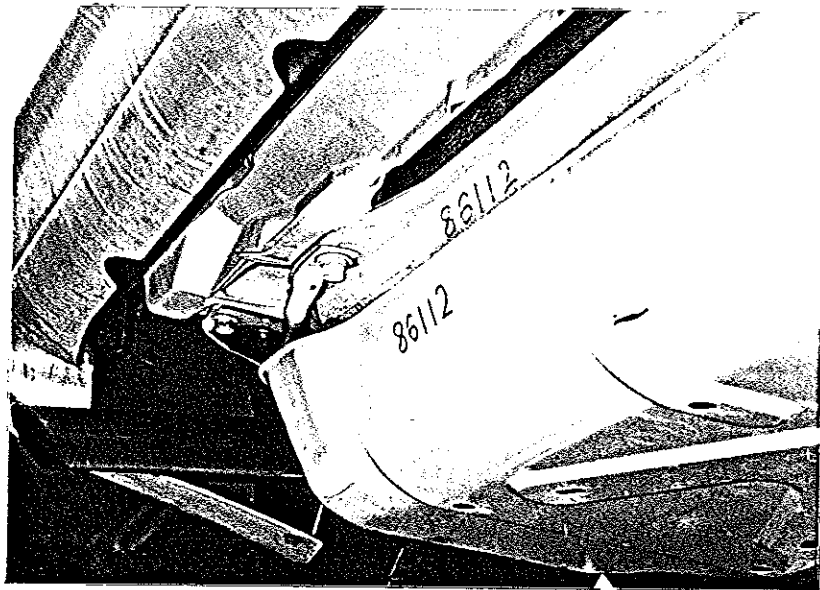
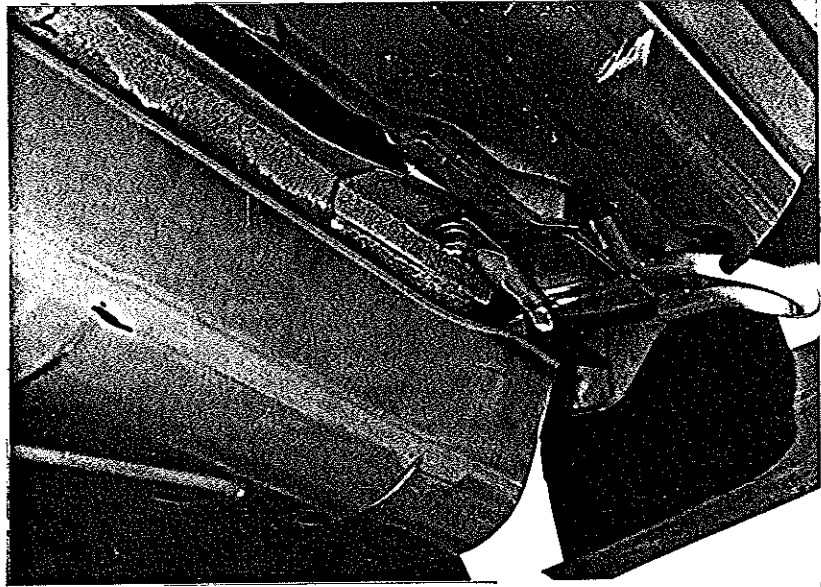


試験前 (Pre-Test)



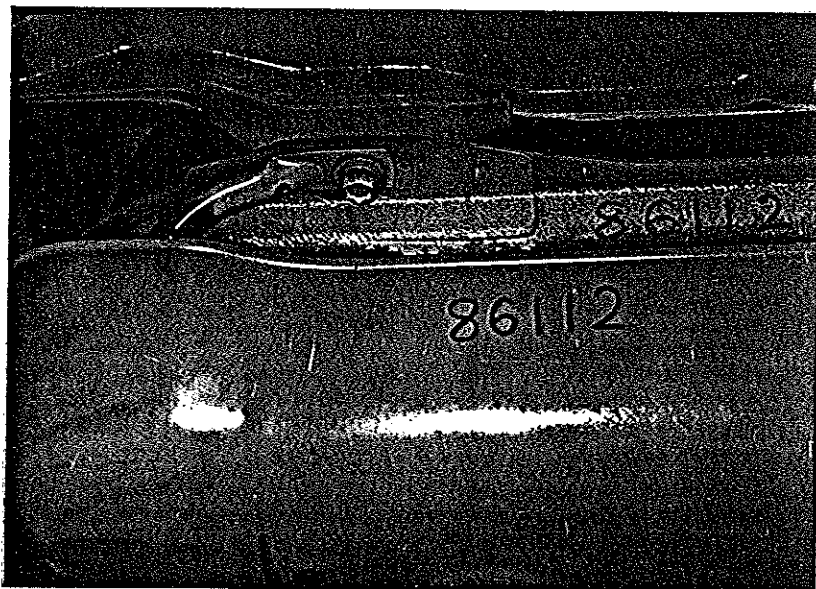
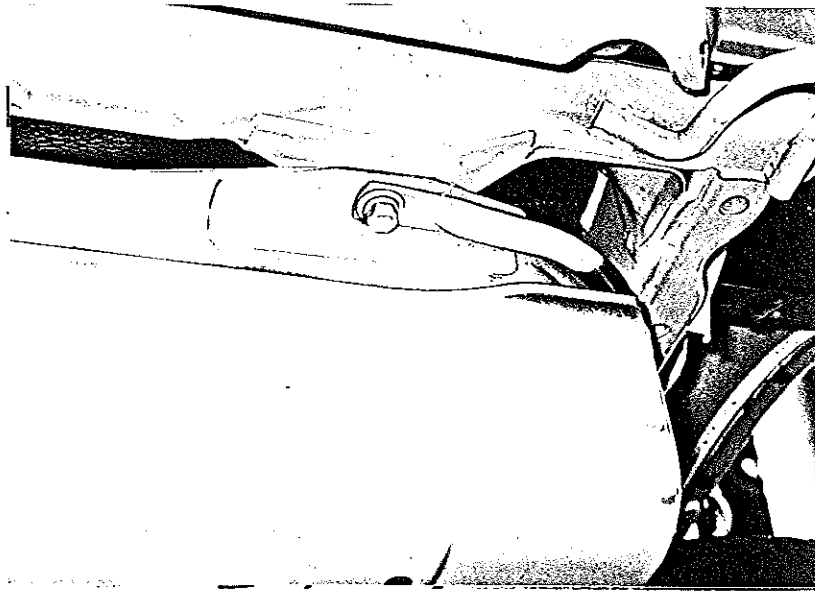
S 211343

試験前 (Pre-Test)



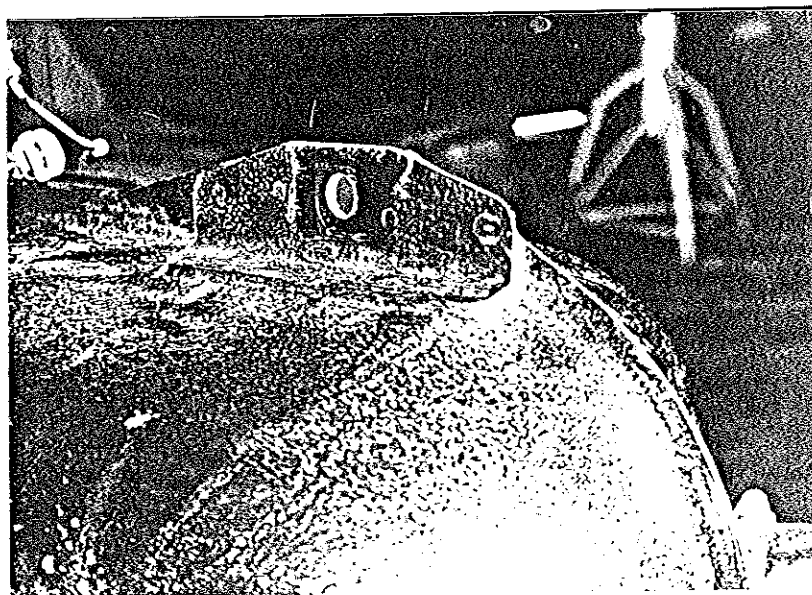
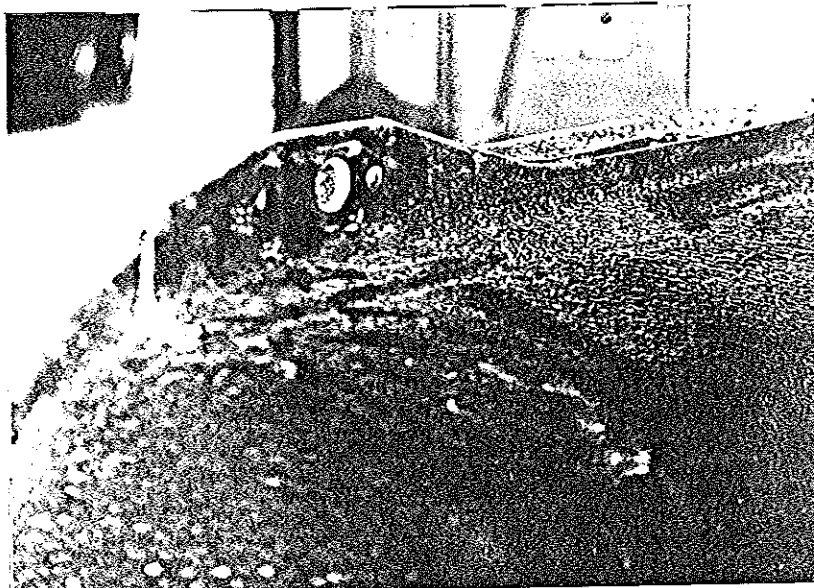
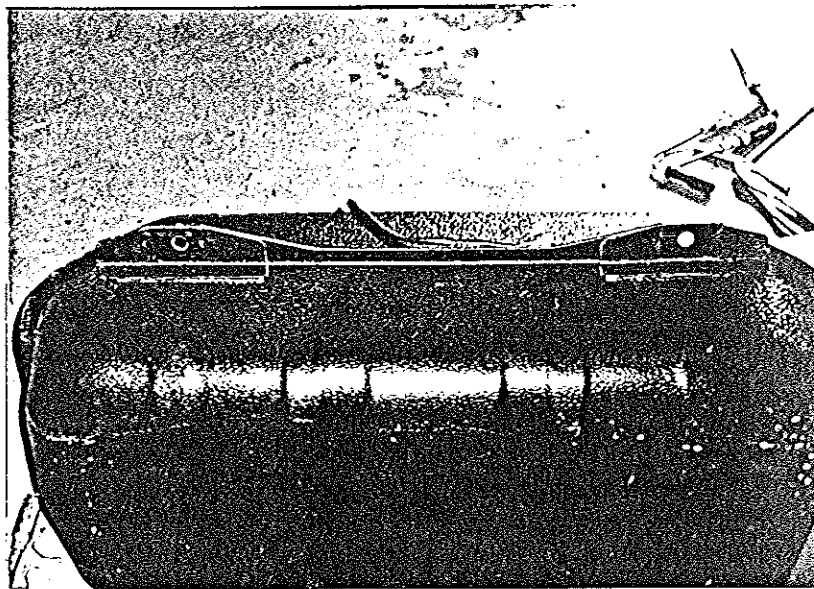
S 211344

試験前 (Pre-Test)



S 211345

試験前 (Pre-Test)



試験後 (Post-Test)

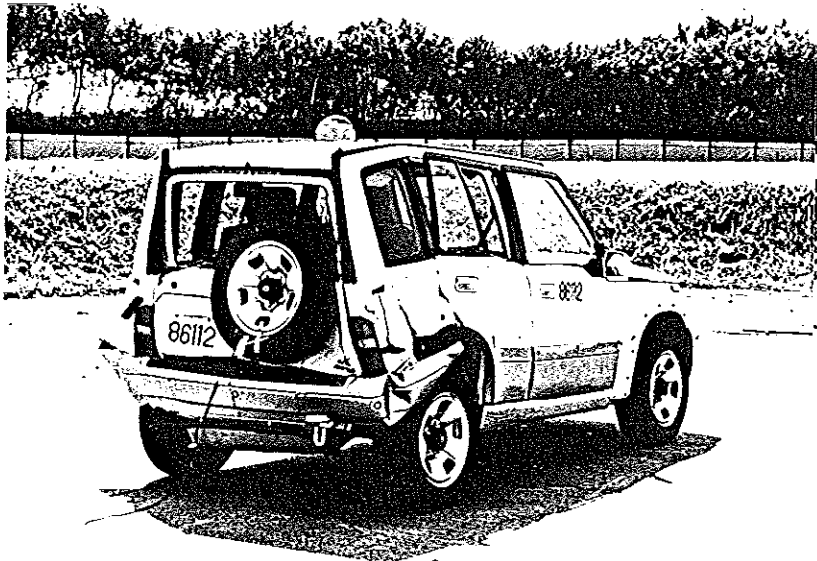




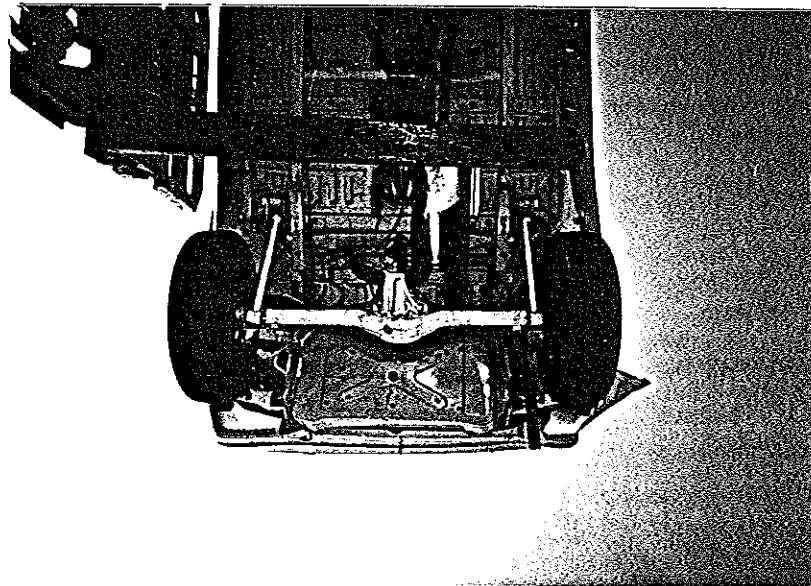
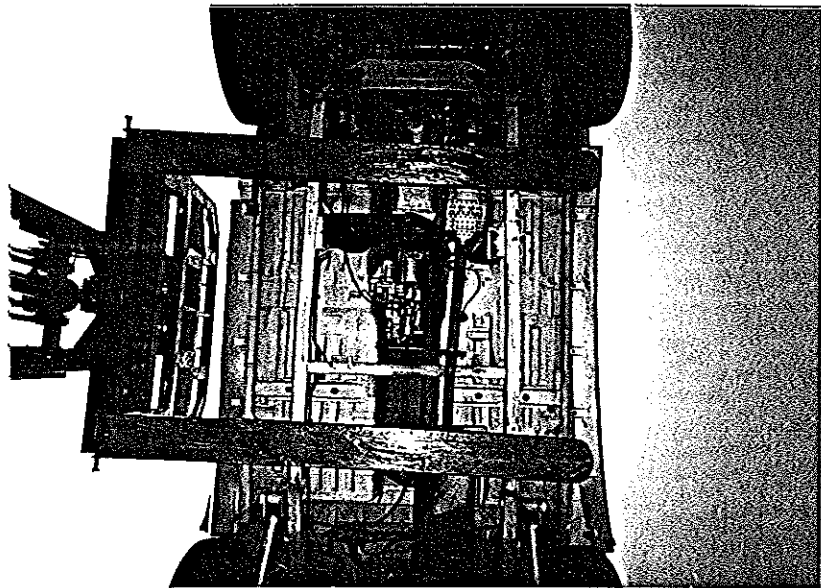
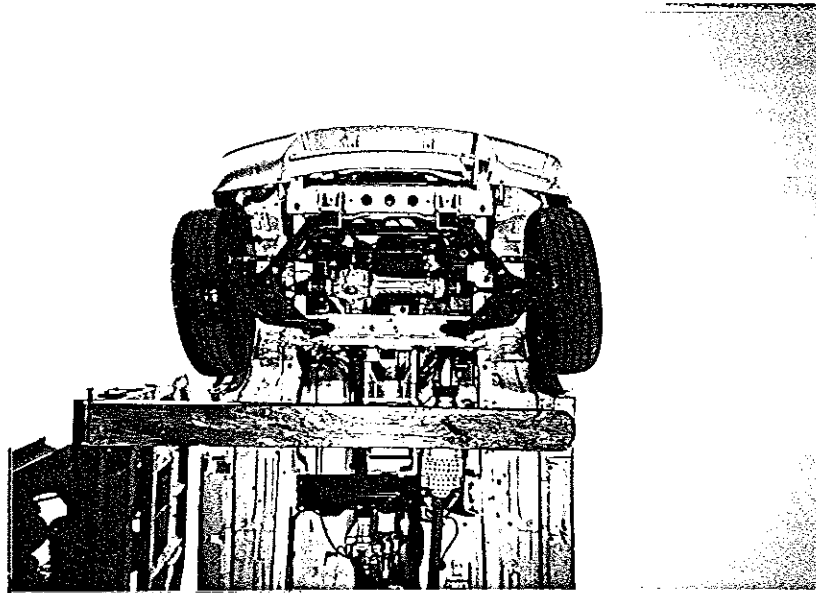
試験後 (Post-Test)



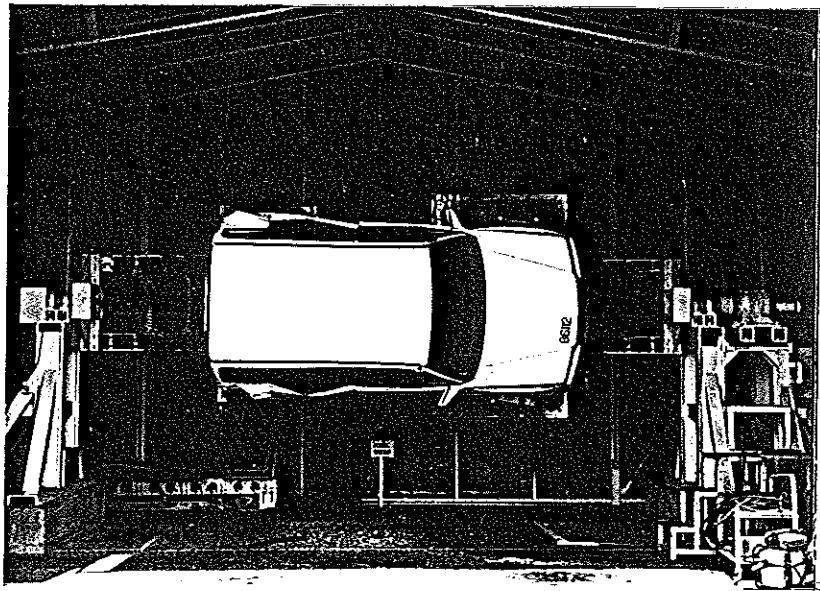
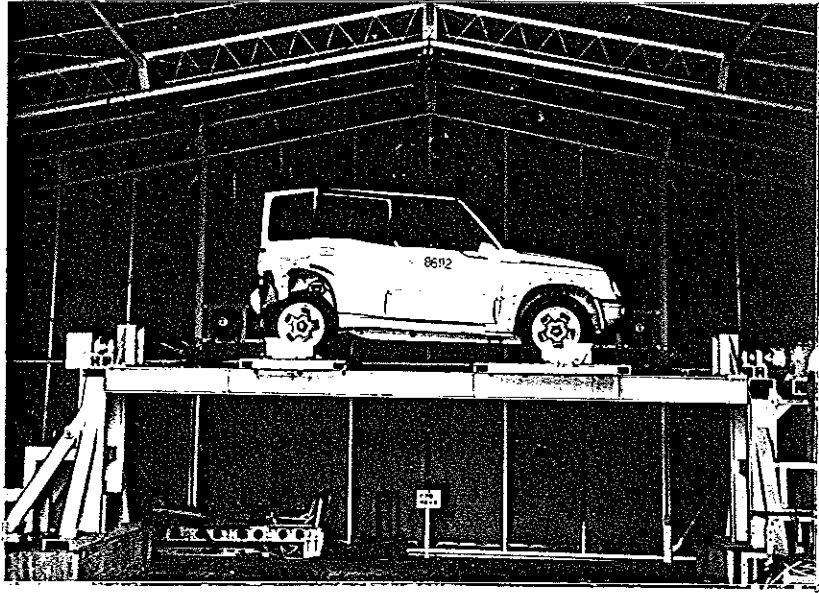
試験後 (Post-Test)



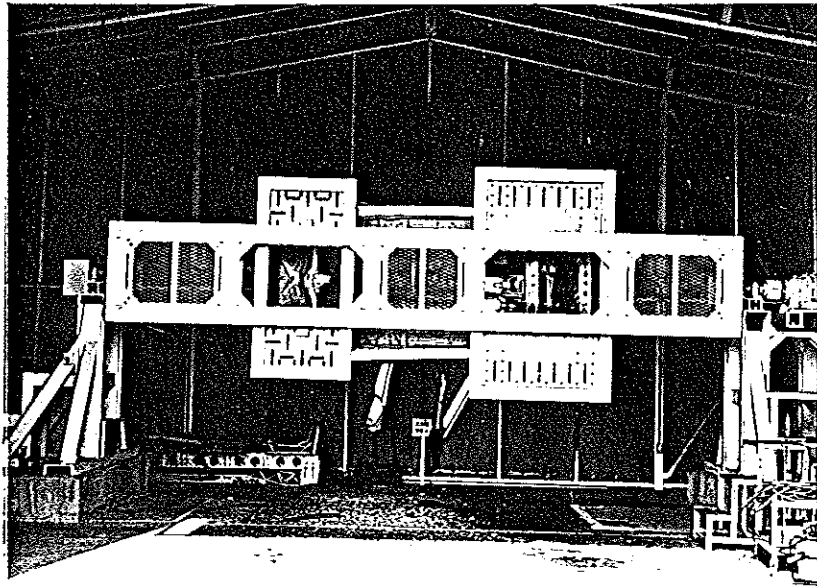
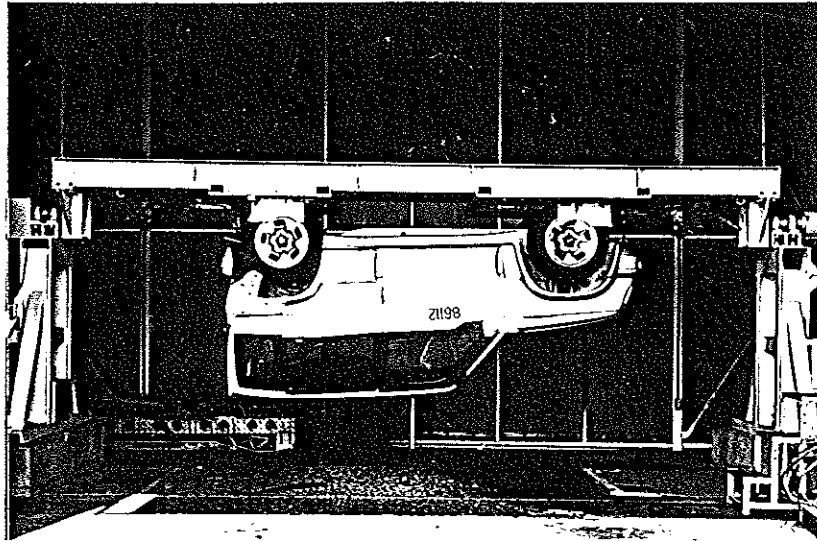
試験後 (Post-Test)



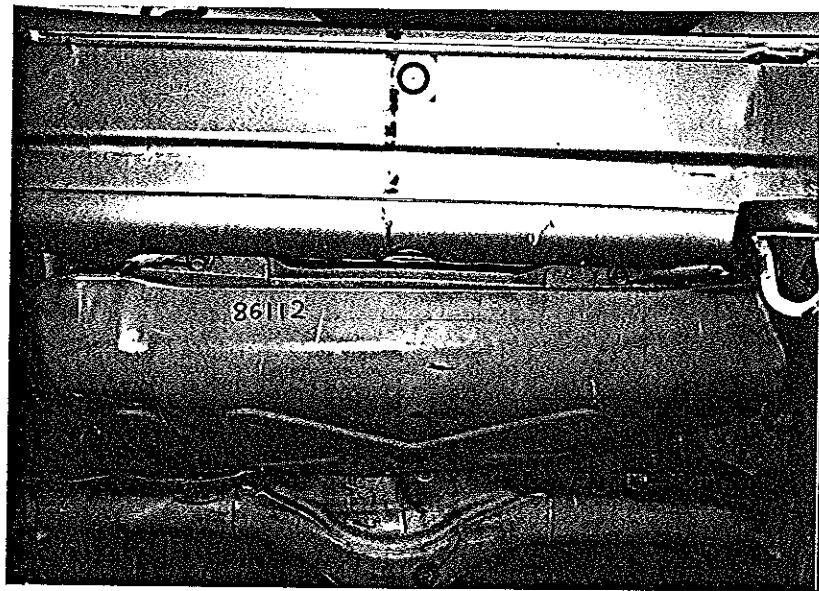
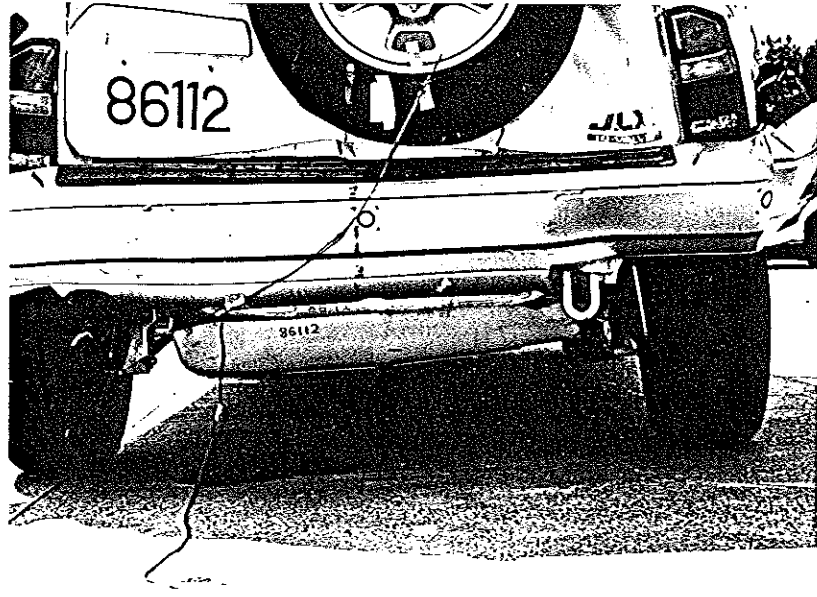
試験後 (Post-Test)



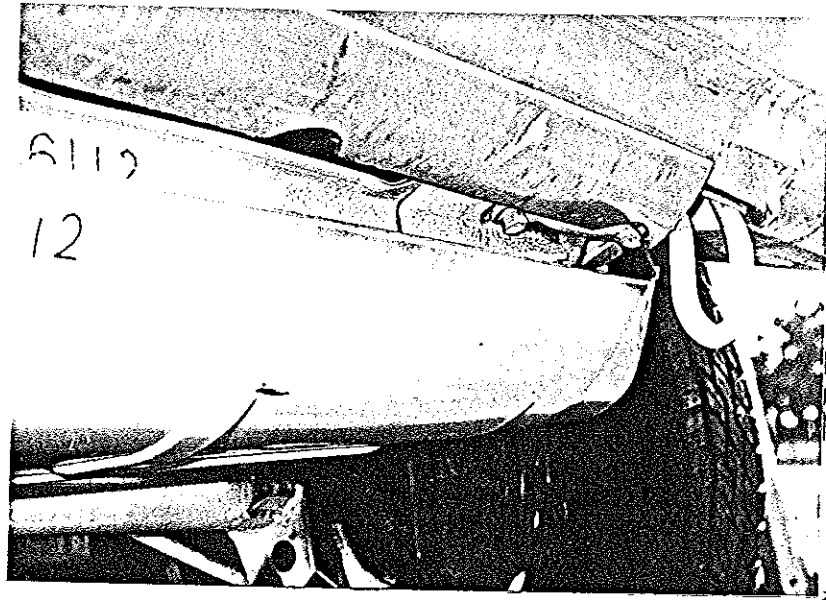
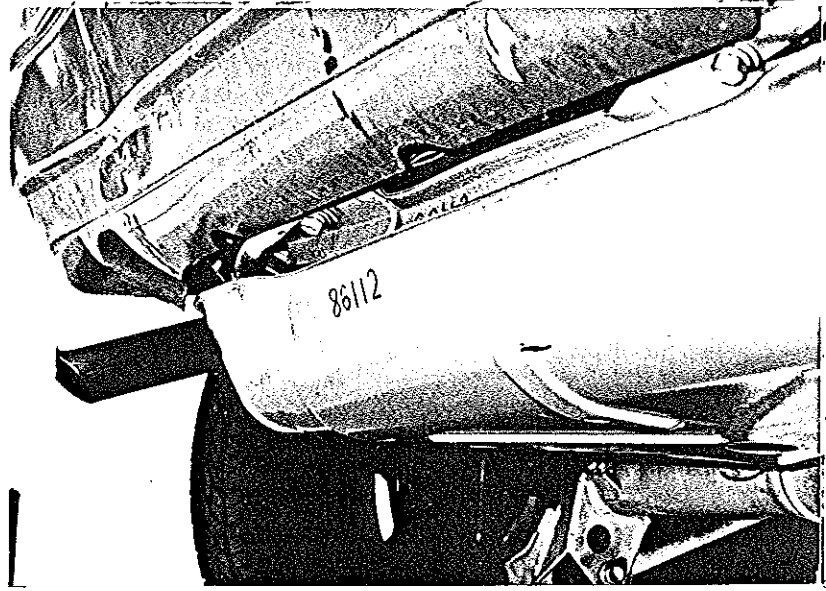
試験後 (Post-Test)



試験後 (Post-Test)

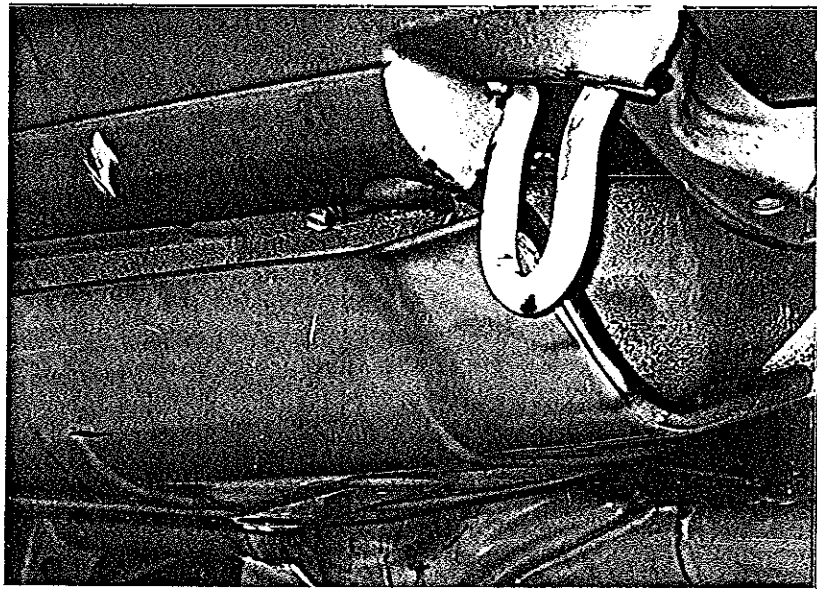
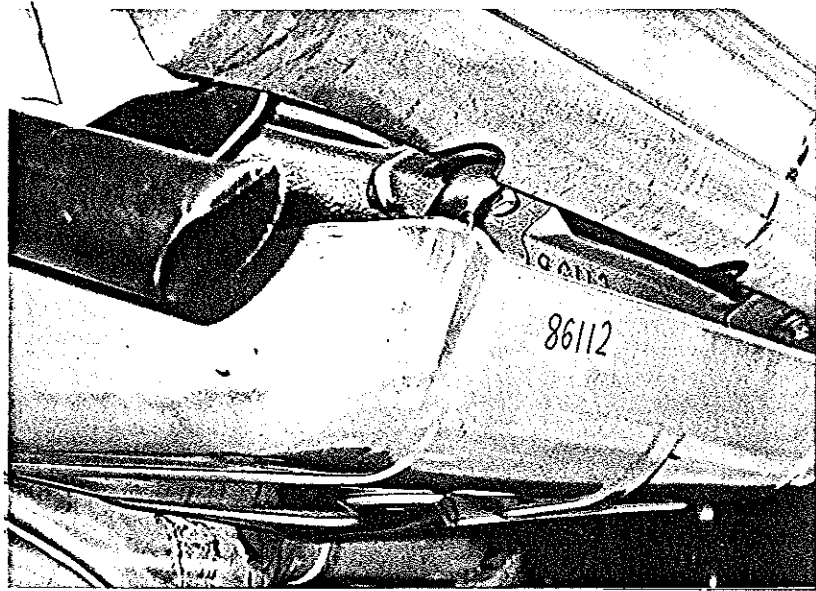


試験後 (Post-Test)



S 211354

試験後 (Post-Test)

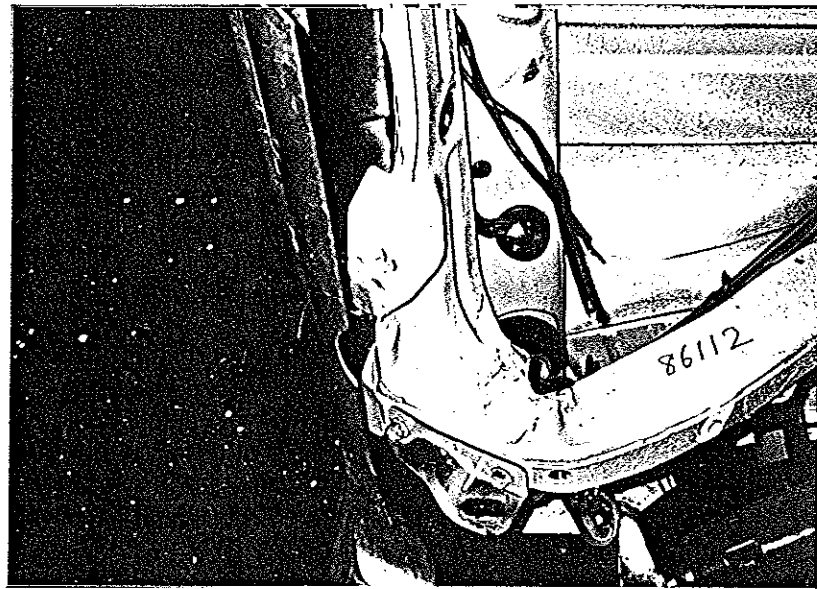
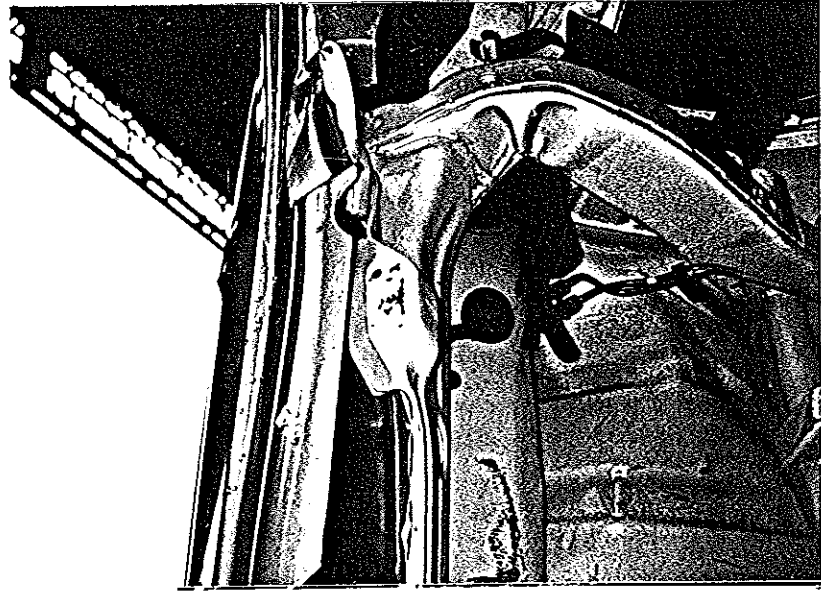




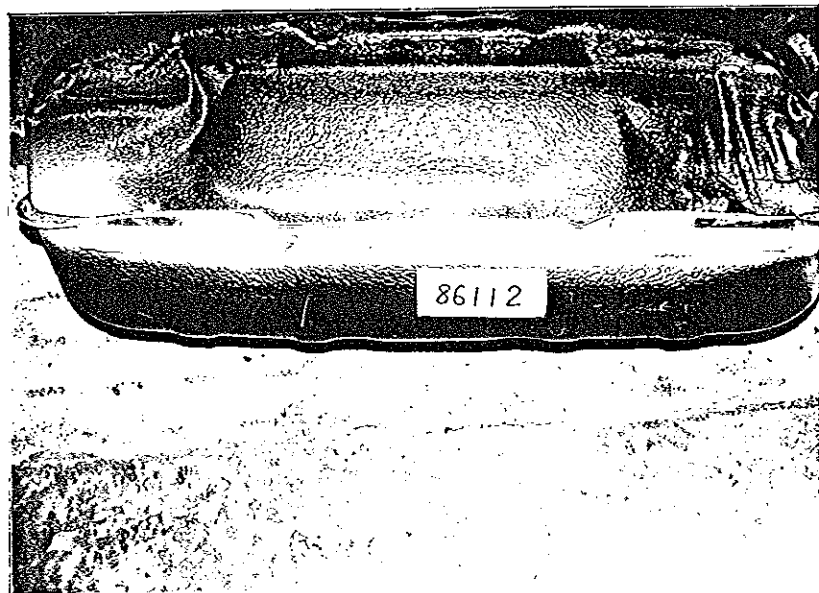
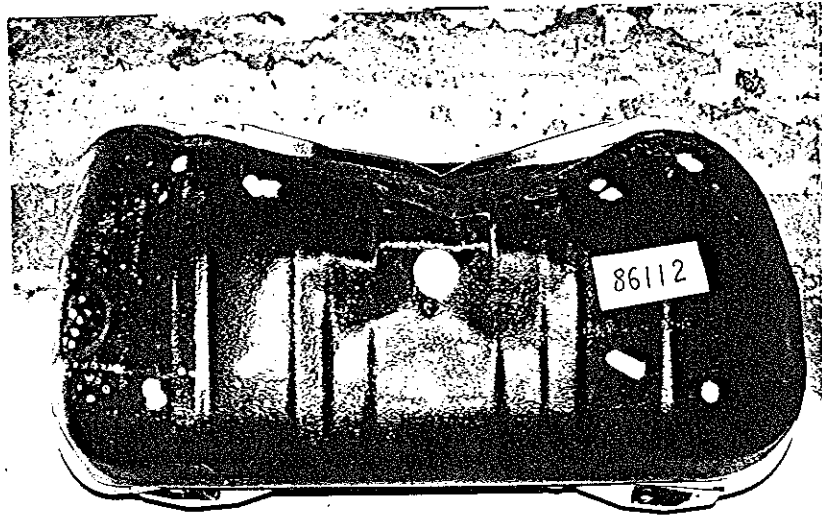
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)

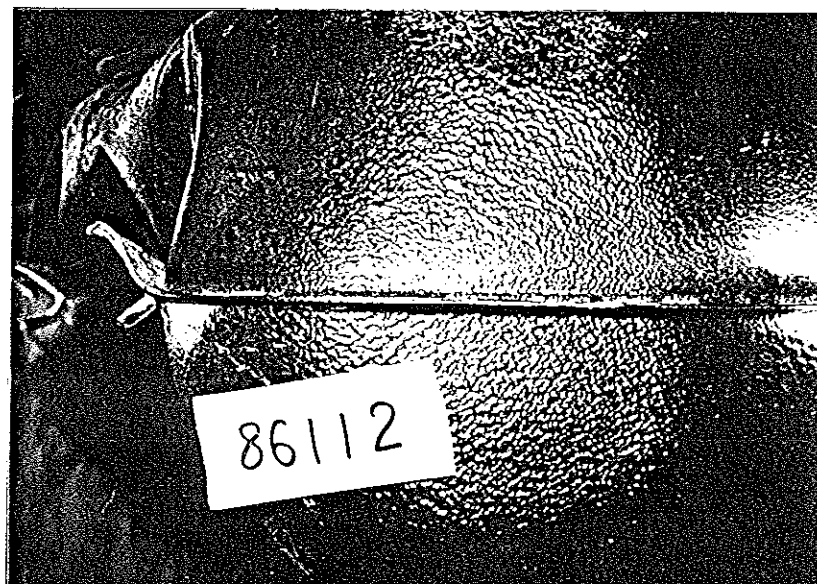
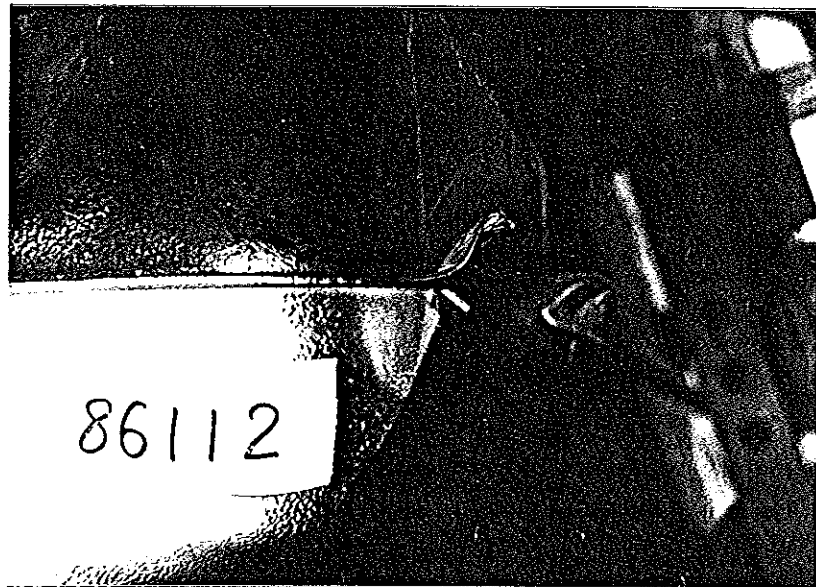
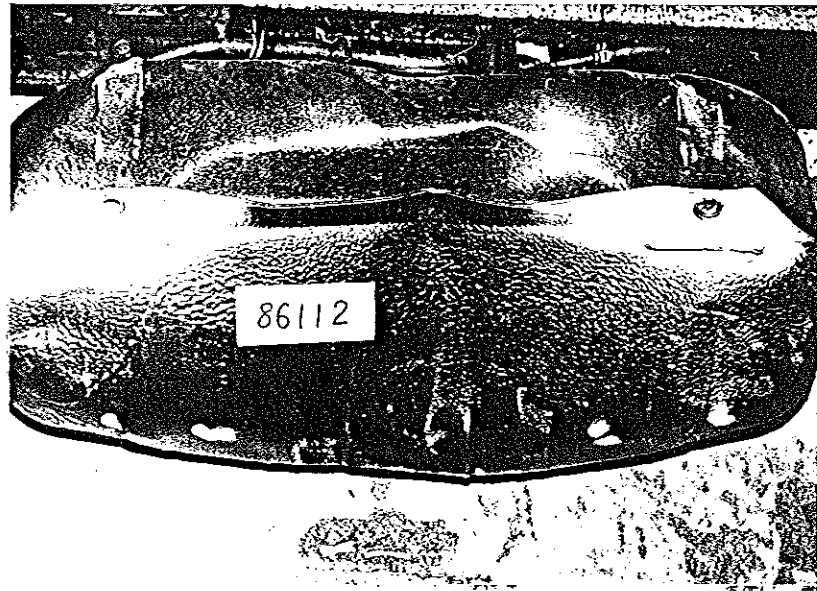


S 211359

試験後 (Post-Test)



試験後 (Post-Test)









	1元	2元	3元	予列
ヨ(1) '96.6.18 青島	1 '96.9.7 野次	技術副 '96.6.18 柴田	三空	副社長 '96.8.21 戸田

## 報告メモ YH9後突燃料洩れの件

96年6月17日 ヨホ 井上 作成

NHTSA コンプライアンステストにおいて、'96MY YH9 (CAMI製トラック4ドア) に燃料洩れを生じたので報告いたします。

### 1) 状況

FMVSS NO301 のテスト結果、衝突時のタンク変形によりタンク本体締め付け部（前後各2ヶ所）の内、後部締め付け右側部において、タンクを補強しているガゼット外側端部がタンク後面にあたり燃料洩れが生じた。

尚、'96MYの開発過程に於ける生量試験確認テストにおいては、燃料洩れは発生しなかった。

### 2) 要因

台テストにより、燃料洩れについては、次の3項目の最悪の組み合わせにより発生したものとされる。

- a) '96MYよりタンク取り付けブラケットの形状変更。(図1)
- b) タンクの補強ガゼットの組付け位置のバラツキ。(図2)
- c) タンクの補強ガゼットの溶接ピッチのバラツキ。(図2)

- 3) 対象 ①実車テストでは洩れは発生しなかったが、台テストからNHTSAと同じような状況が確認されたので、最悪の場合洩れる可能性が、上記要因の3つの条件がそろえば、この結果より、対象車は'96MY CAMI製 4ドアに限定できる。

(図3、図4) CAMI製4ドア'96MY車である。(学理)

### 4) 対策

量産対応と市場対応を以下のように行う。

#### a) 量産対応

4ドア車のタンクガゼット形状を変更しタンク面側にフランジを設ける。

CAMI、磐田及び、その他の海外工場共全て対応する。(設変済み)(図5)

又、タンクガゼットの変更については、部品の共通化及び、設計思想の統一を図るためYOE系及び、YDO系についても実施する。

CAMI 4ドア：96年6月21日生産分より実施予定。

2ドア：'97MYより実施。

磐田：96年7月組み付け分より実施。

その他の海外工場：準備でき次第実施。

#### b) 市場対応

'96MY北米向トラック/サイドキック4ドア車を対象にキャンペーンを行う。

対象台数：約24,000台

市場車両のタンク本体締め付け部（前後各2ヶ所）の内、後部2ヶ所のタンクガゼット取り付け面の反対側（上側）に新ガゼットを追加しタンク本体とボルトにて共締めする。(図6：新ガゼット)(図7市場対応変形モード)

トラックのキャンペーンについて、6月20/21日 GMと打ち合わせを行う。

キャンペーン日程：8月初の見込み。

費用：部品代、工数含み約 ~~10,000~~ 3,000円/台と見込まれる。

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INFORMATION - SUBJECT TO  
PROTECTIVE ORDER

S 212077

Aoshima  
Jun.18, '96

Nozawa  
Jun. '96

Shibata  
Jun.19, '96

Miyake  
Jun.20,'96

Toda  
Jun.21,'96

Report on fuel leakage of YH9 in rear collision

Prepared by Inoue/yoho on June 17, 1996

Described below is a report on fuel leakage that occurred with '96MY YH9 (TRACKER 4-door made at CAMI) in the NHTSA compliance test.

1) Conditions

As a result of the FMVSS NO301 test, fuel leaked from the tank as described below.

The tank is tightened both at the front and the rear. At a collision, the tank was deformed and due to this deformation, the outer edge of the gusset used as the tank reinforcement on the right side of the rear tightened part hit the rear face of the tank and the oil leaked there.

No oil leakage occurred in the pilot run verification test in the development process of '96MY.

2) Possible cause

Based on the on-chassis test, it is assumed that oil leakage occurred in the worst combination of the following 3 factors.

- a) Change in the shape of the tank mounting bracket starting with '96MY. (Fig.1)
- b) Variation in the installation position of the tank reinforcement gusset. (Fig.2)
- c) Variation in the spot welding pitch of the tank reinforcement gusset. (Fig.2)

© There was no leakage in the test using actual vehicles but the same conditions as the NHTSA were observed in the on-chassis test, which means that leakage may occur in the worst case. The above 3 factors may coincide in the 4-door '96MY vehicles made at CAMI. (Shibata)

3) Applicability

The simulation test by using actual vehicles was conducted again and it proved that combination of only two of the above factors does not cause fuel to leak. From this, the subject vehicle can be limited to the 4-door '96 MY vehicles made at CAMI. (Fig.3, Fig.4)

4) Countermeasures

Measures will be taken for the mass production and for the market as described below.

- a) For mass production

The tank gusset for the 4-door vehicles will be reshaped and a flange

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S 212078

will be added to the face side of the tank. This will be adopted at CAMI, IWATA and all the other overseas plants. (The engineering change has already been made.) (Fig. 5)

The change of the tank gusset will be adopted for the YOE series and YDO series for standardization of parts and unification of the design concept.

CAMI 4-door : Measures to be taken starting with production on Jun.21, 1996 and after.

2-door : Measures to be taken starting with '97 MY.

IWATA : Measures to be taken starting with assembly in July, 1996.

Other overseas plants : Measures to be taken as soon as preparation has been completed.

\* For SANTANNA only, in other countries KD parts will be new for standardization and locally purchased parts will remain as existing. (Shibata)

b) For market

The campaign will be conducted for '96MY TRACKER/SIDE KICK 4-door vehicles for North America.

Number of applicable vehicles : Approximately 24,000

The tank installed to the vehicles in the market is tightened at 2 locations at the front and the rear. An additional new gusset will be installed to the tank with a bolt on the other side (upper side) of the tank gusset installation surface. (Fig.6: New gusset)

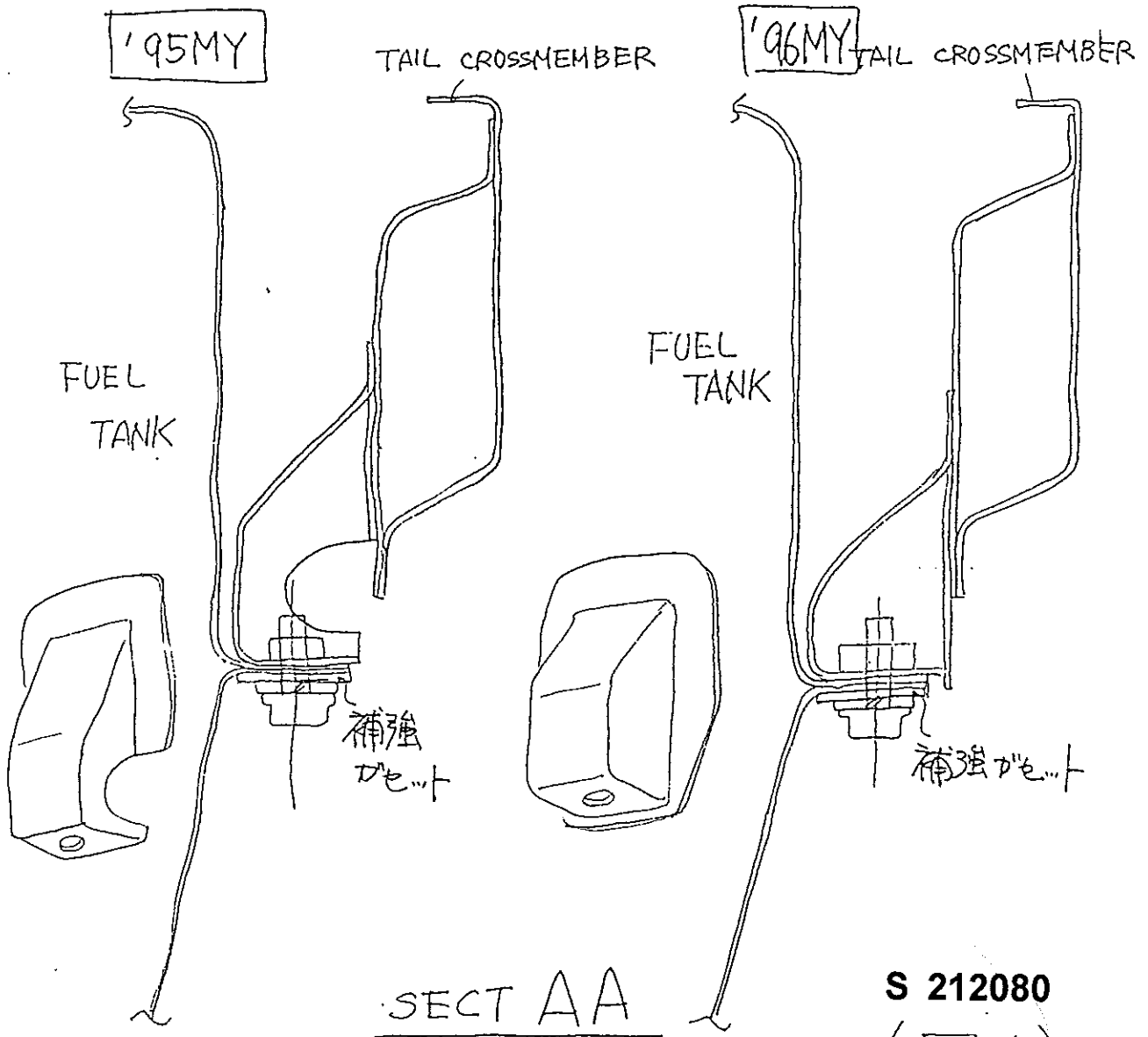
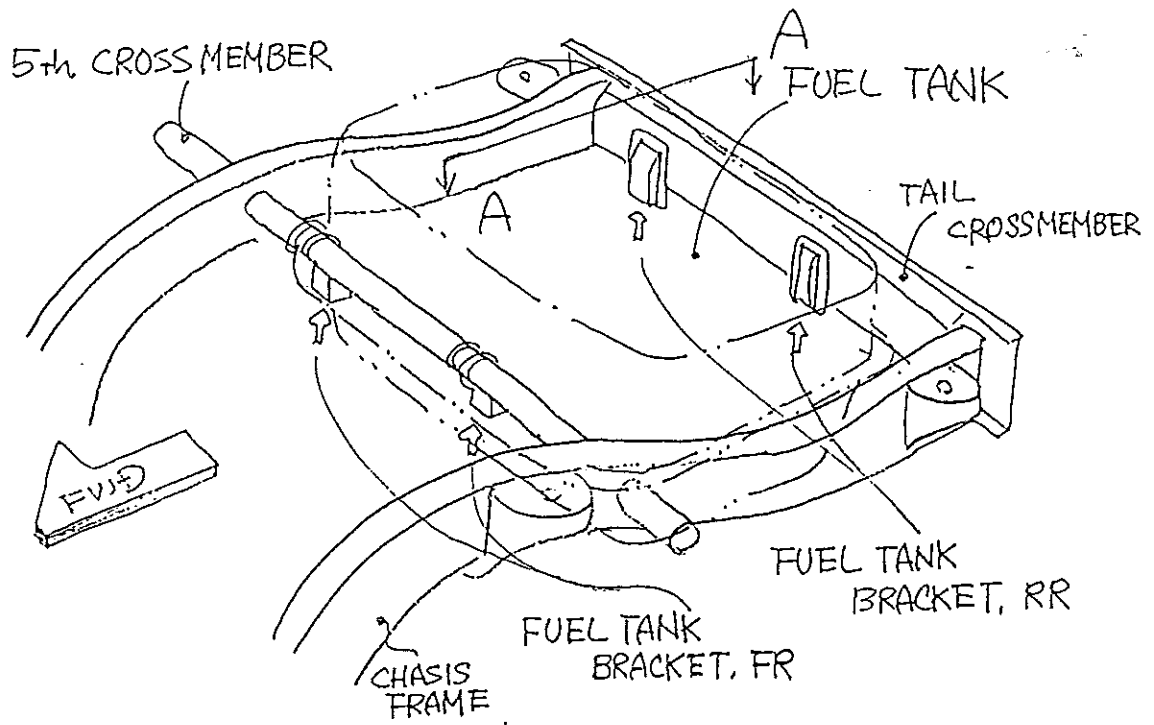
(Fig.7: Reformed mode as countermeasure for the market)

The TRACKER campaign will be discussed with GM on June 20 and 21.

Expected campaign schedule: Early August

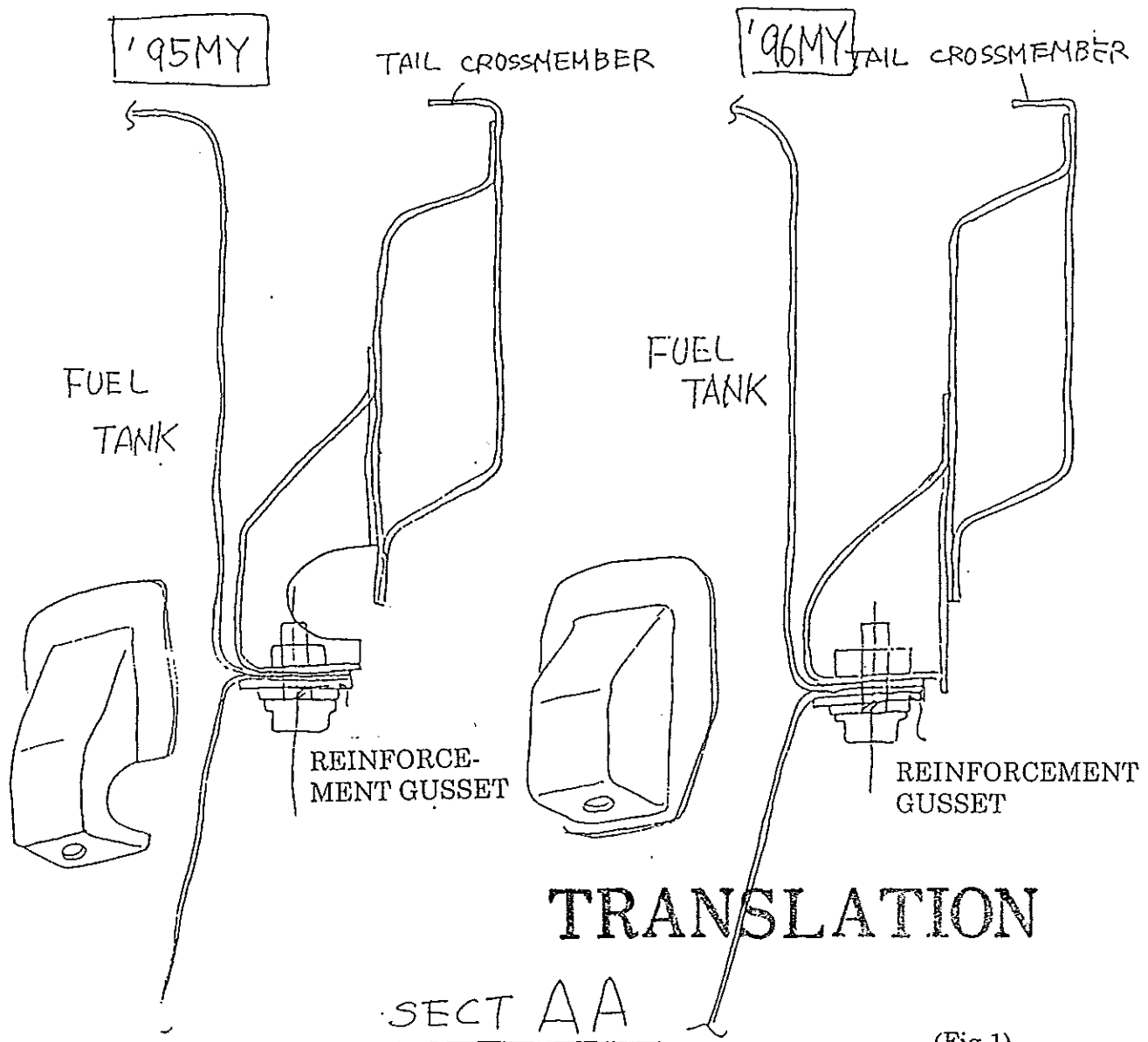
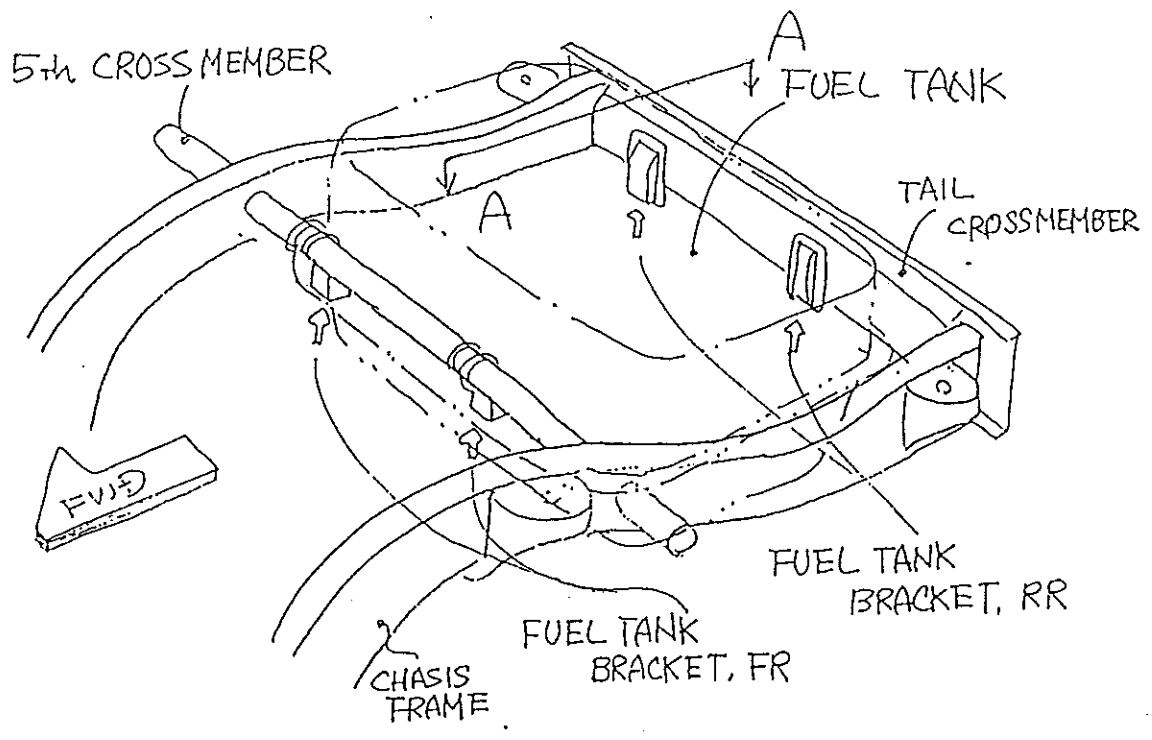
Estimated campaign cost: Approximately 3,000 yen for each vehicle, including each part cost and man-hour.

TRANSLATION



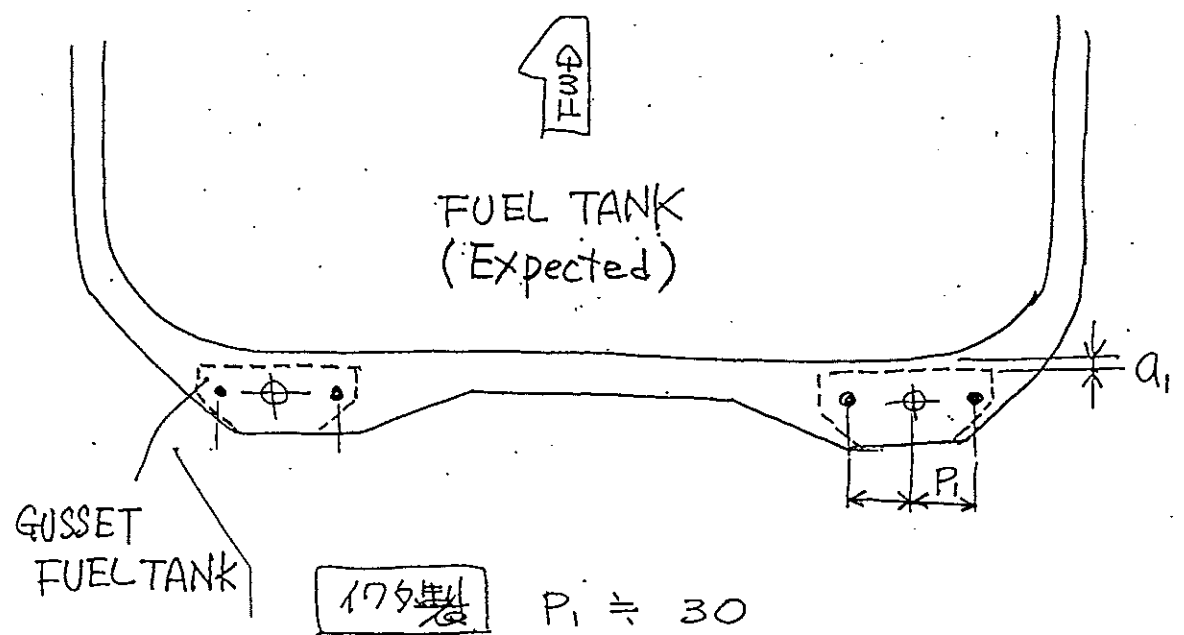
S 212080

( 1 )



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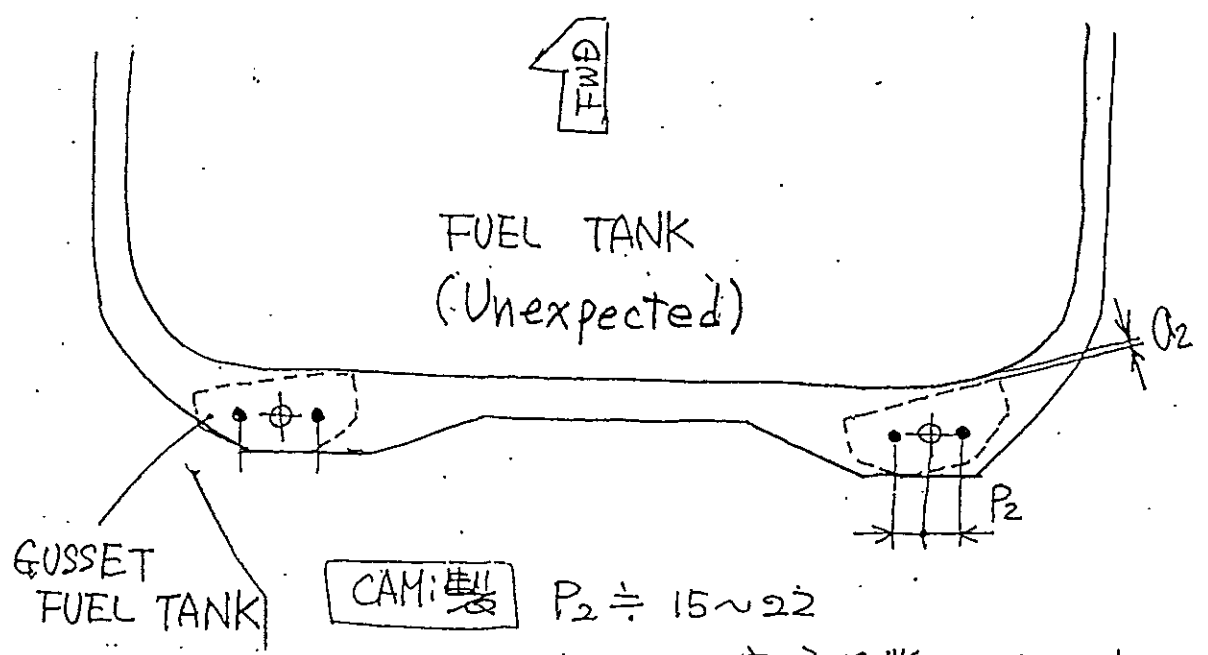
(Fig.1) S 212081



175製

$P_1 \div 30$

口ホリトにおる溶接でピッチは安定しては  
 $a_1$ ; ガゼットの傾きが小さい。(測定データ)



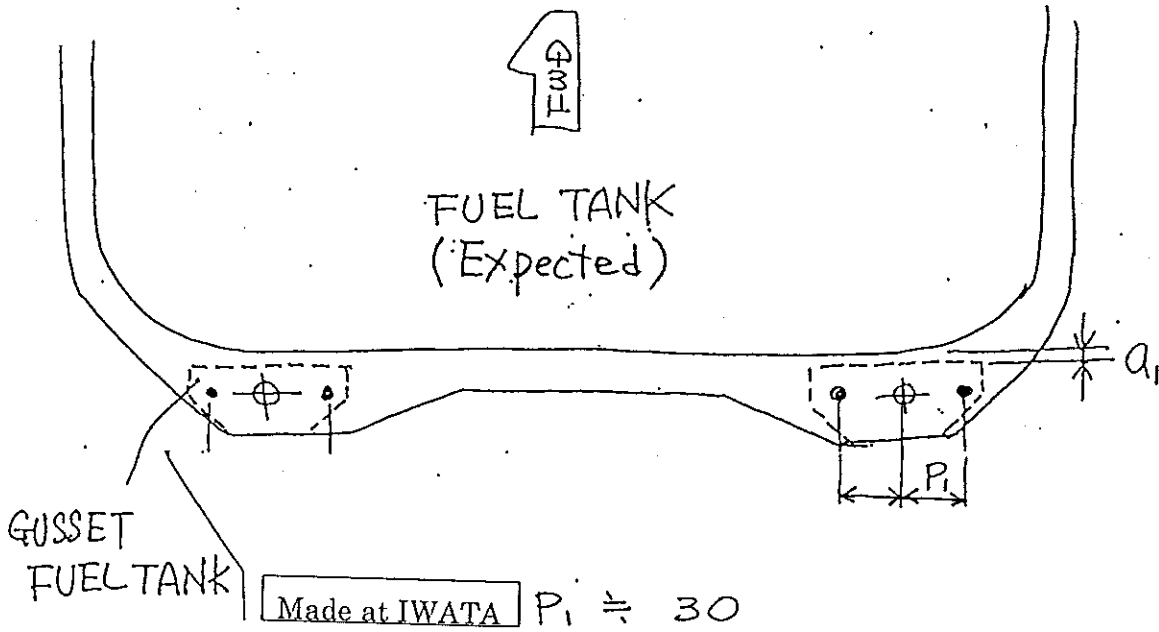
CAM1製

$P_2 \div 15 \sim 22$

人手による溶接作業でバラツキ大、  
 ピッチが狭い。

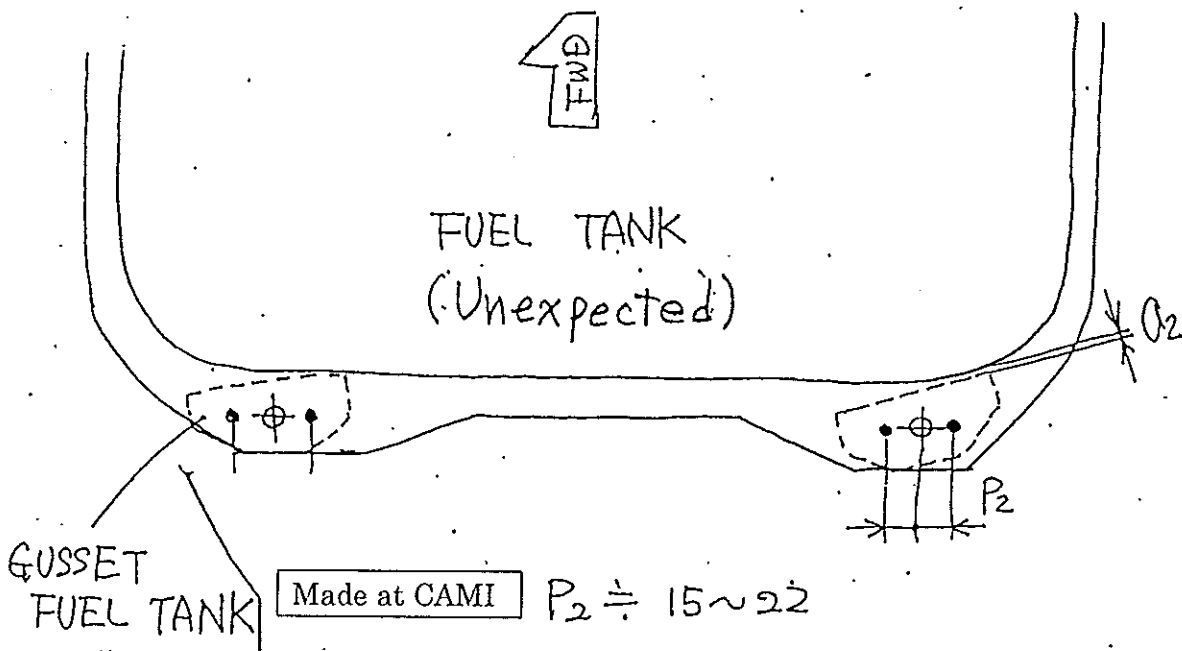
$a_2$ ; ガゼットの傾きが大きい。(測定データ)

・ガゼットの生産品を調査する。(6/7 社)



The pitch is stable as welding is done by a robot.

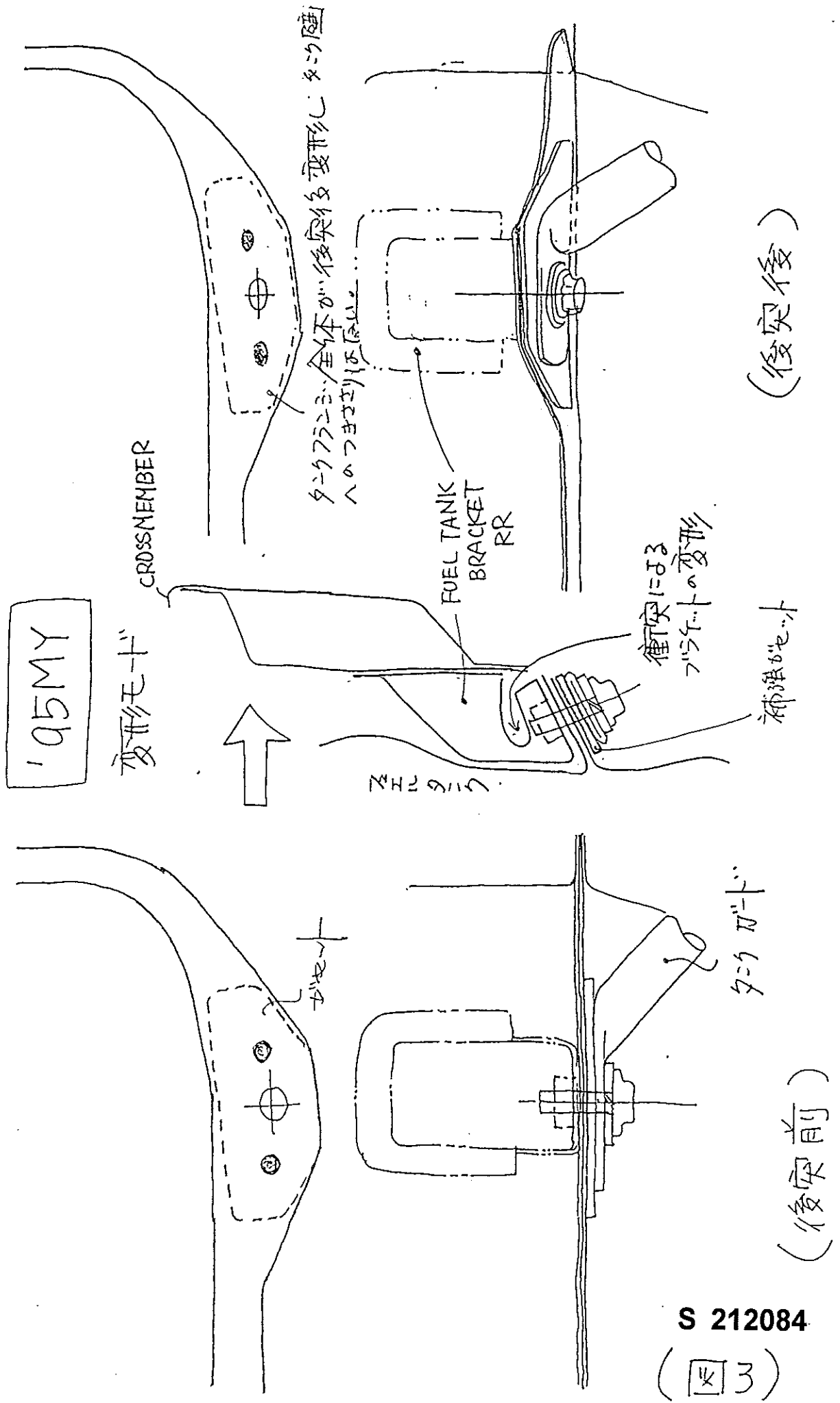
$a_1$ ; Inclination of the gusset is small (measured data)



There is much variation as welding is done manually and the pitch is narrow.

$a_2$ ; Inclination of the gusset is large (measured data)

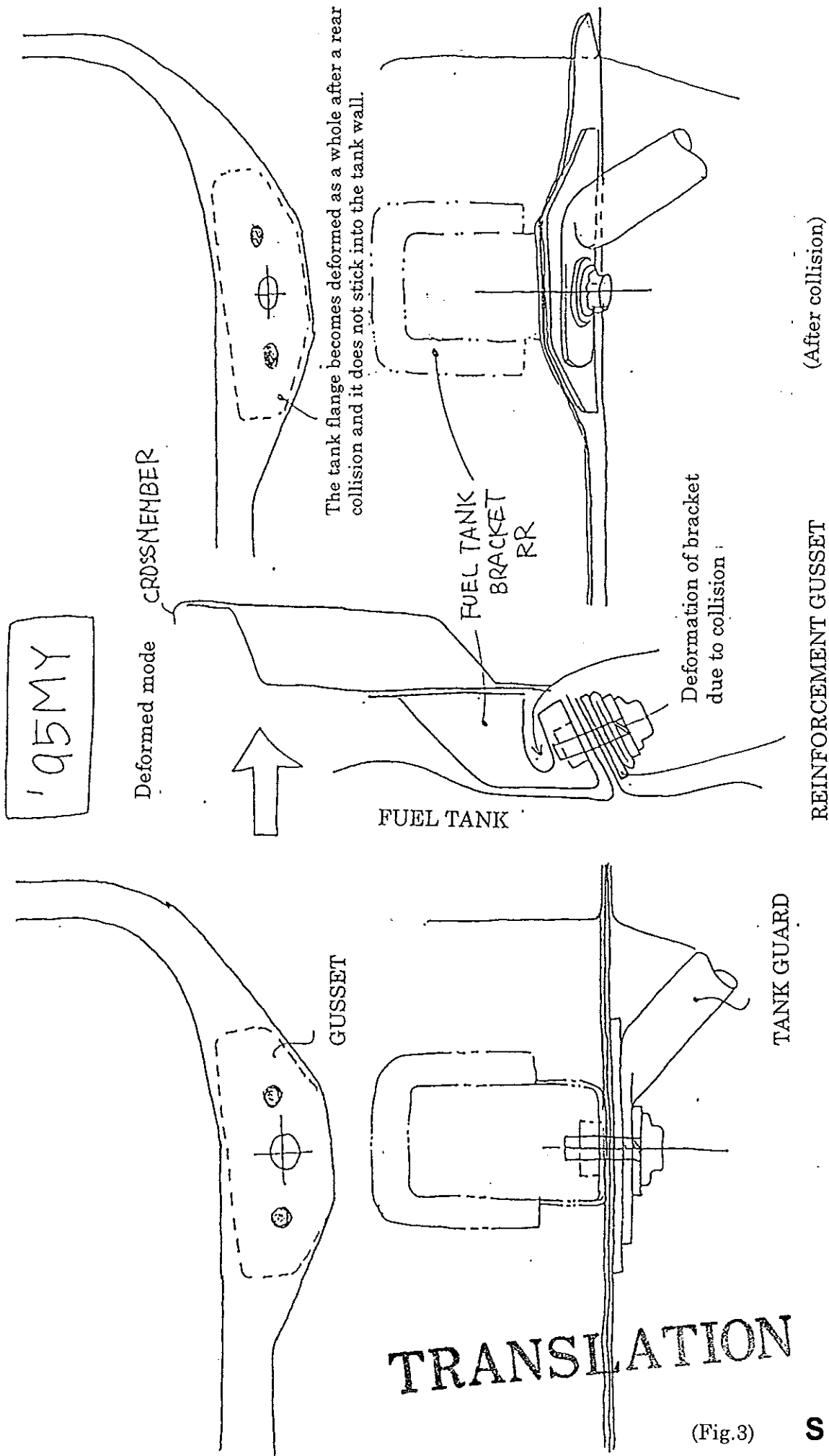
**TRANSLATION**



S 212084

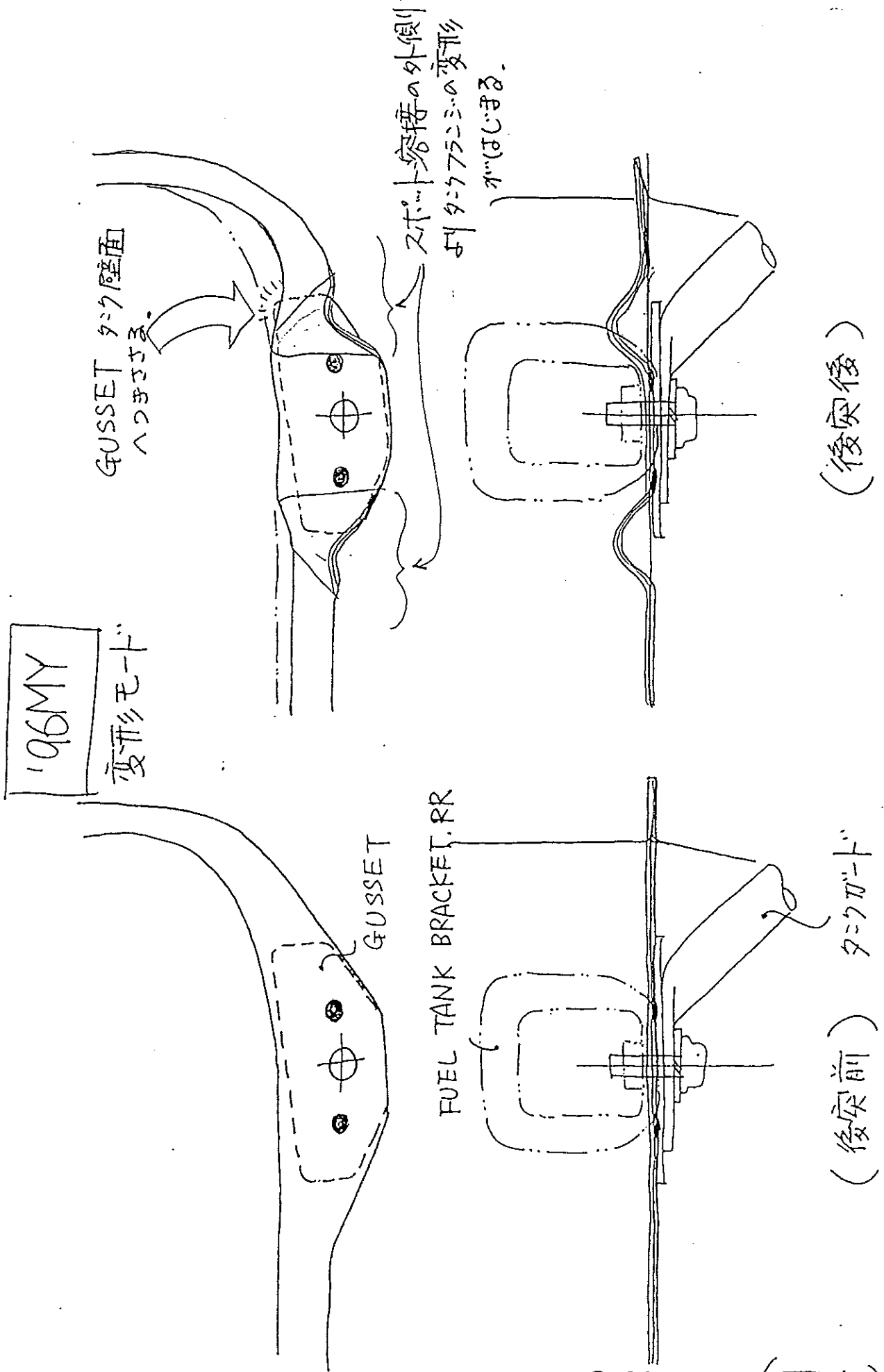
( 3 )





TRANSLATION

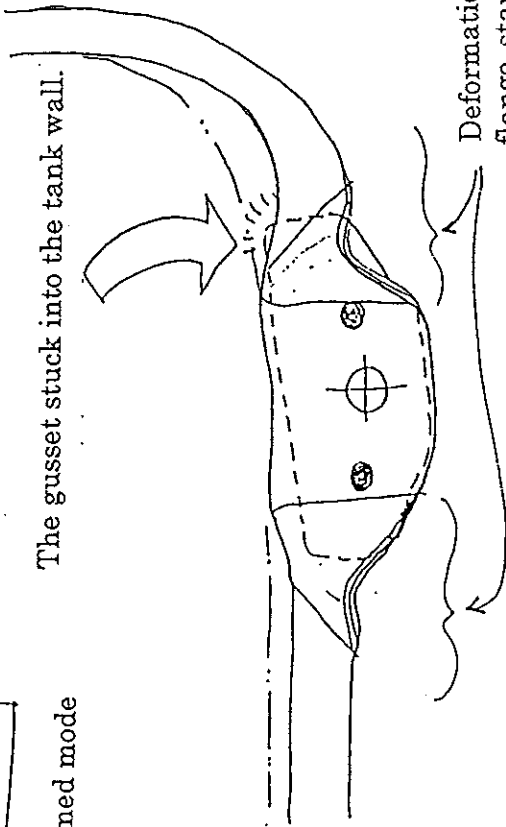
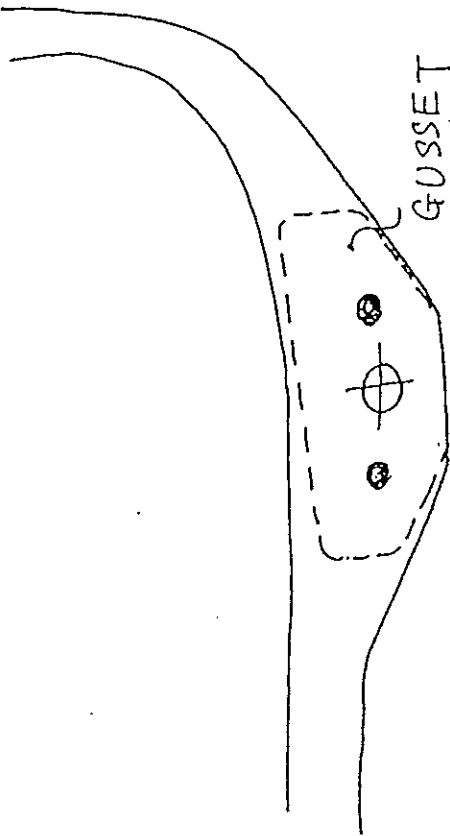
(Fig.3)



S 212086

'96MY

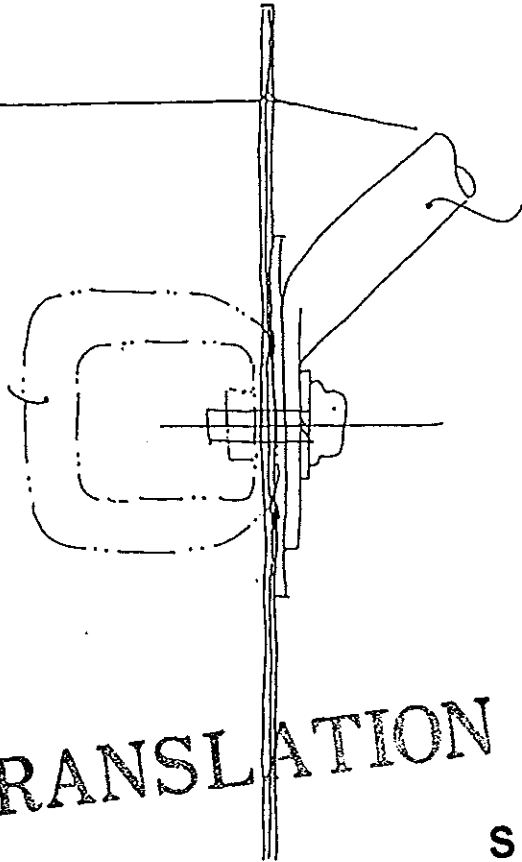
Deformed mode



Deformation of the tank  
flange starts on the outside  
of spot welding.

TRANSLATION

FUEL TANK BRACKET, RR

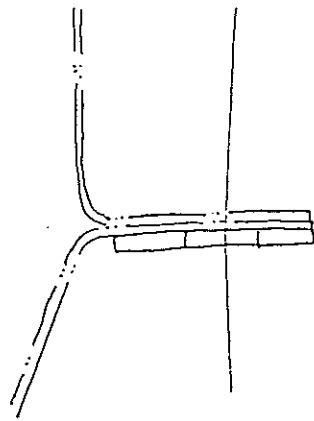
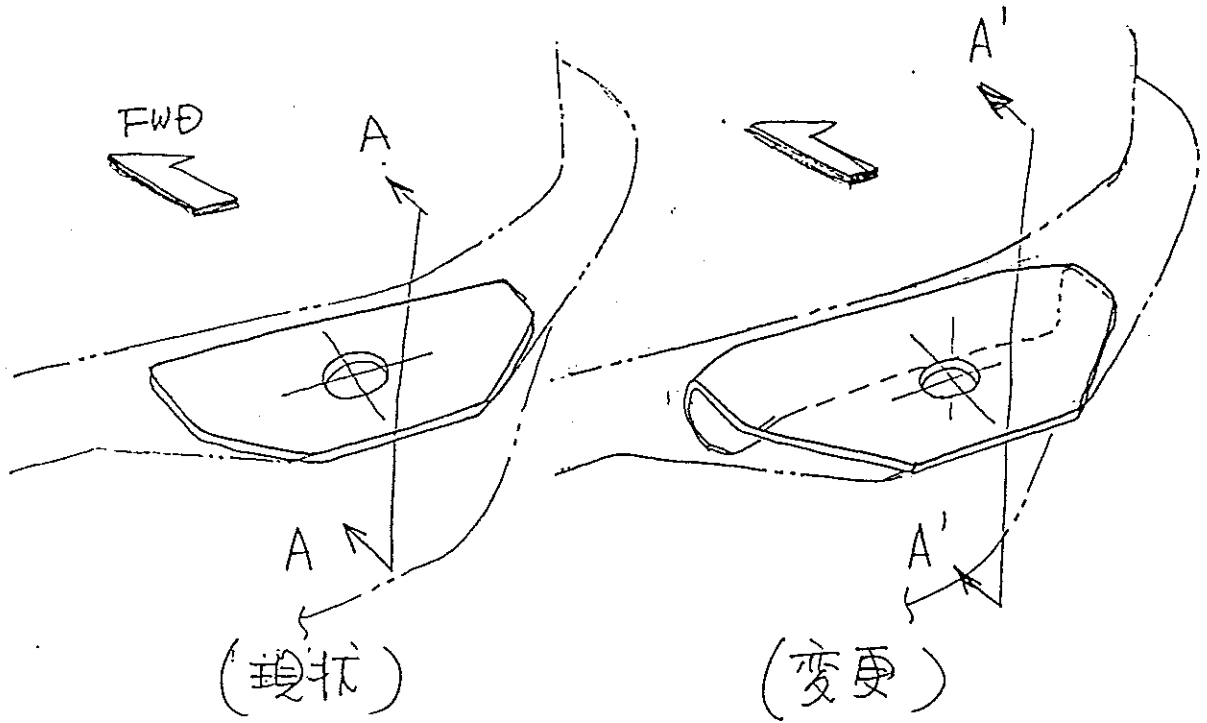


(After collision)

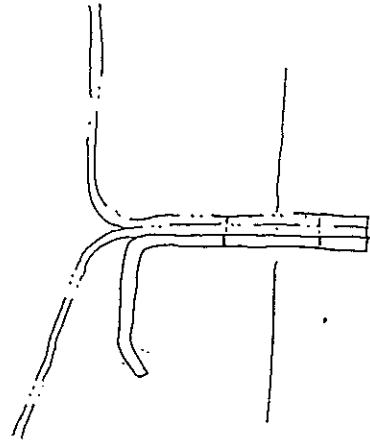
TANK GUARD

(Before collision)

右エルのタコ 形状の 自開閉 対向。

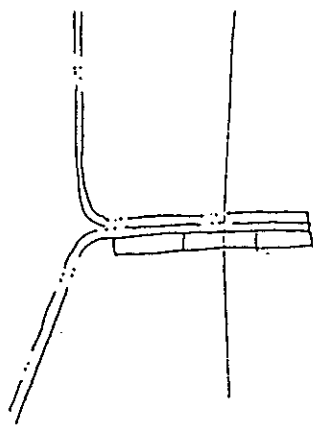
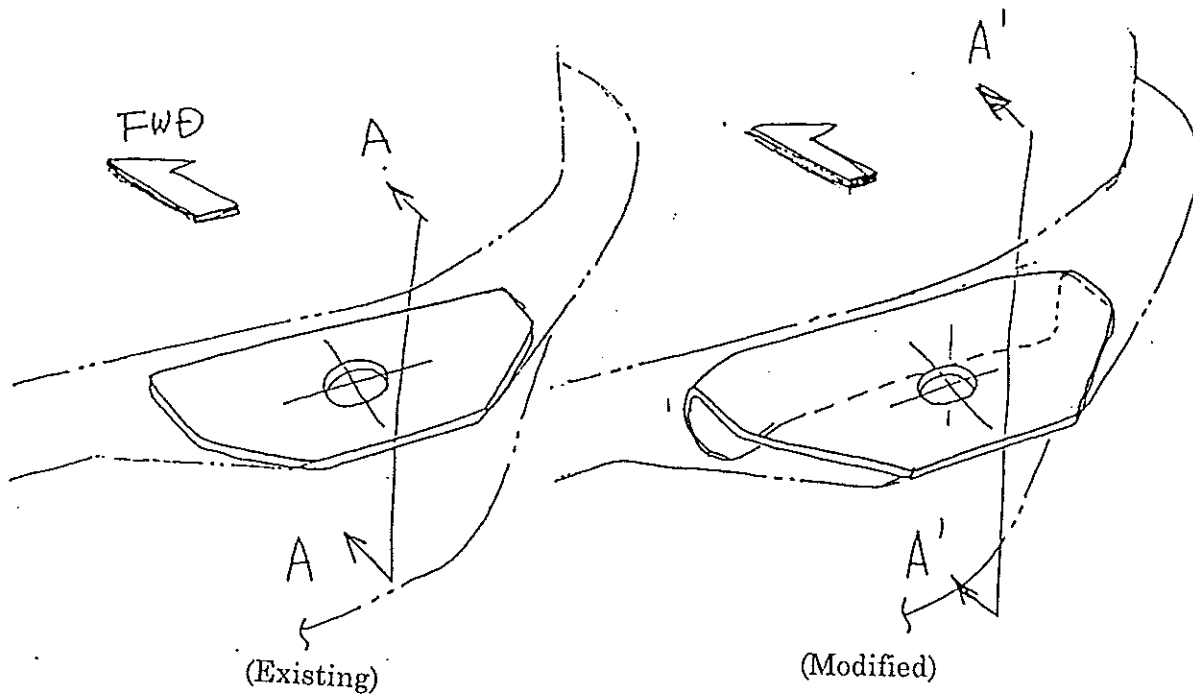


SECT. AA

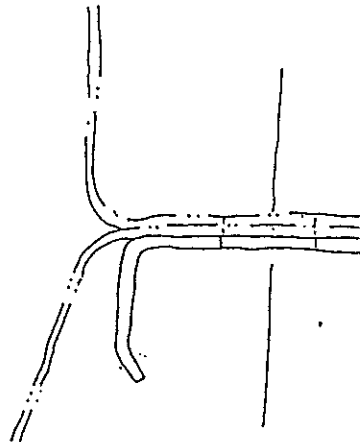


SECT. A'A'

Countermeasure for fuel tank gusset in mass production line



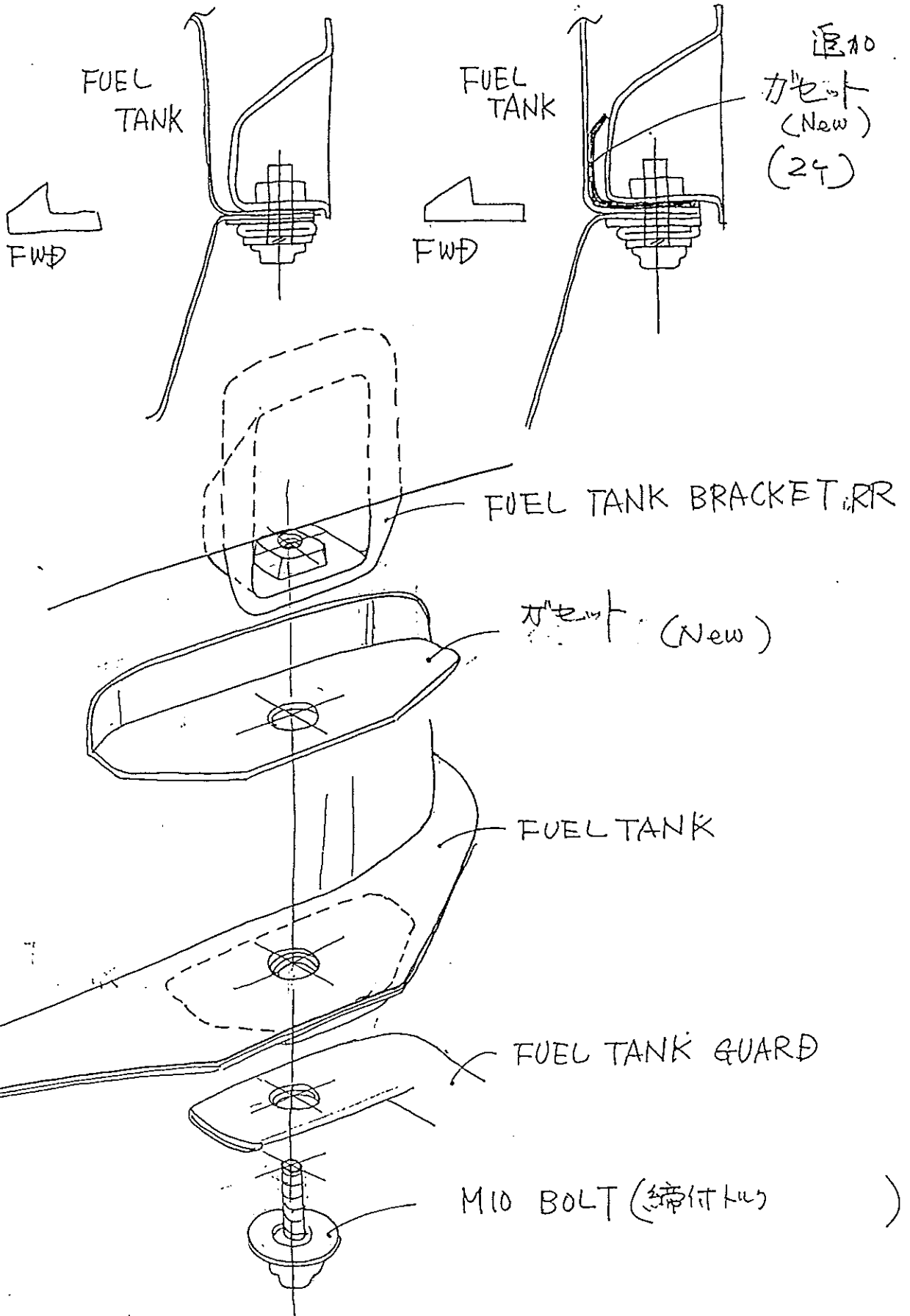
SECT. AA



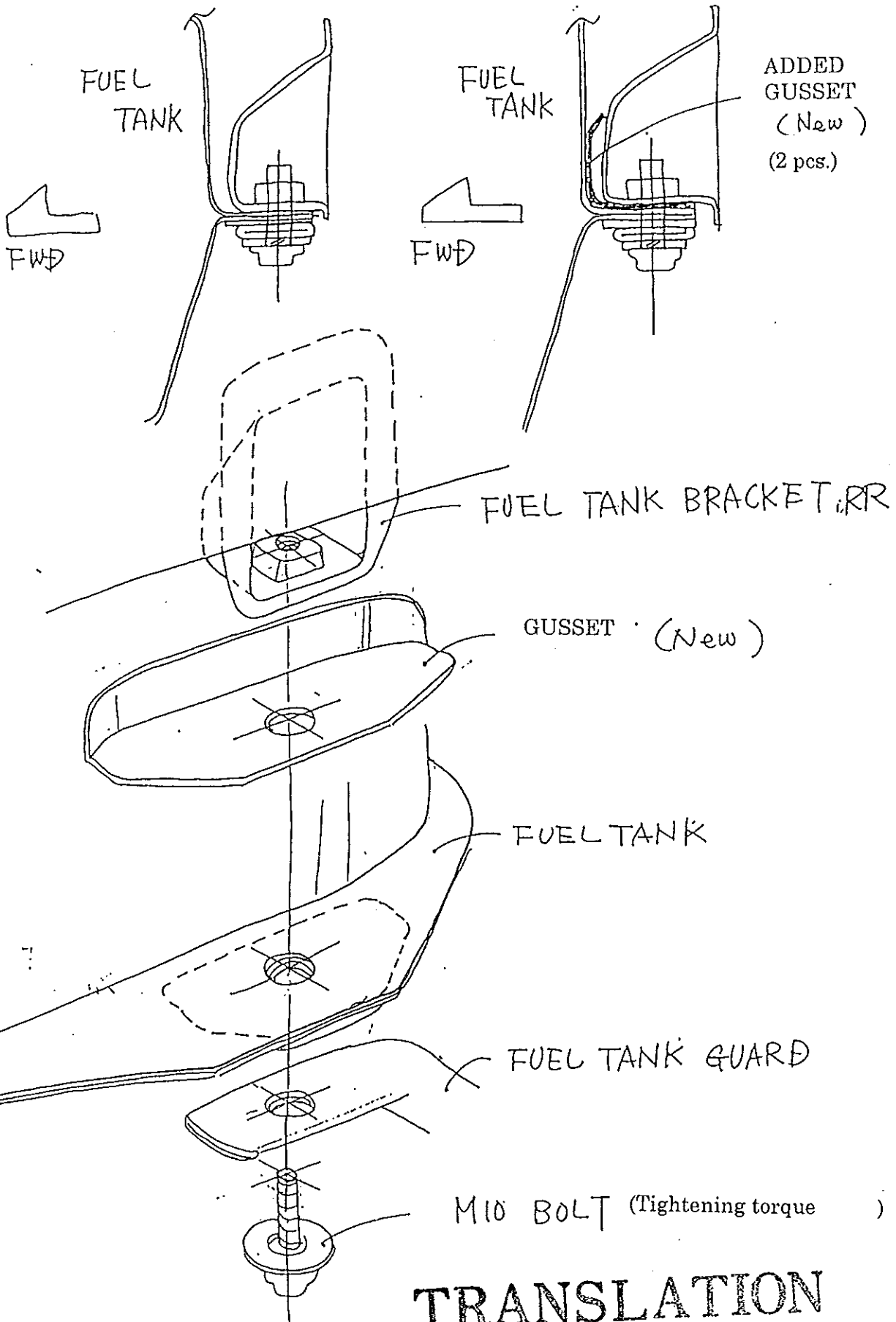
SECT. A'A''

TRANSLATION

加電 a 市場対応.



Countermeasure for gusset in market



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TRANSLATION

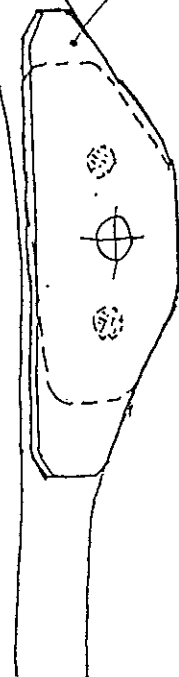
(Fig.6) S 212091

'96MY

市場対応

New ケーブル追加  
1.83 変形モード

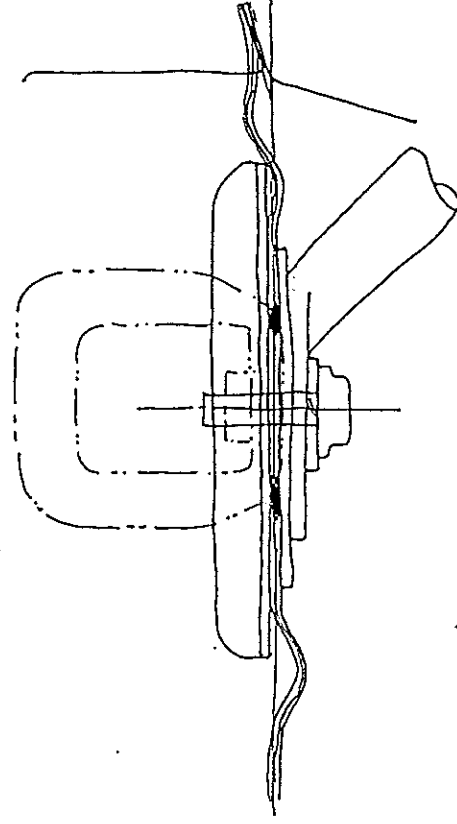
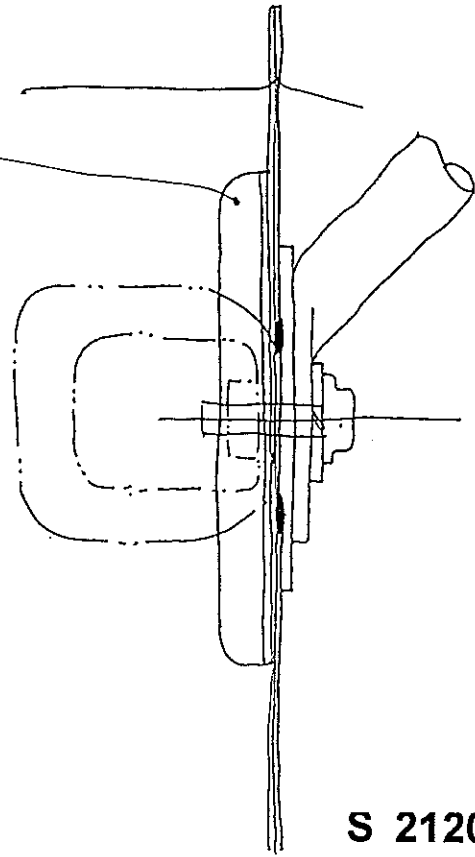
ケーブルに53 タンク壁面  
への接近は15u.



New ケーブル  
追加

フランジ変形

フランジ変形



New ケーブル追加により、タンクフランジの変形は  
溶接英の7.6mm狭くして、212277.2mmに  
変更した。

S 212092

( 4 7 )

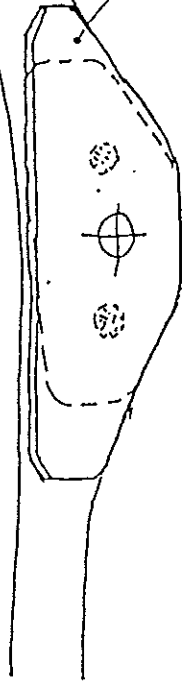


96MY

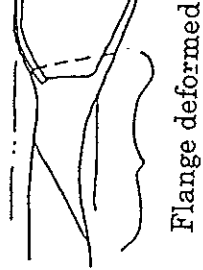
Counter measure for market

Deformed mode due to addition of a new gusset

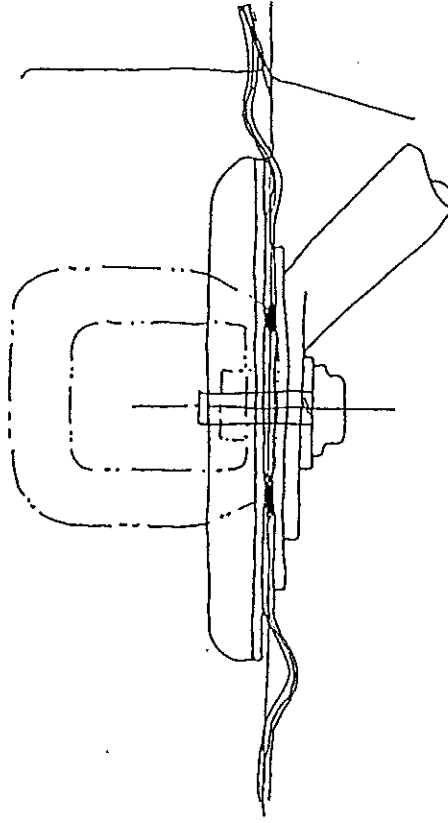
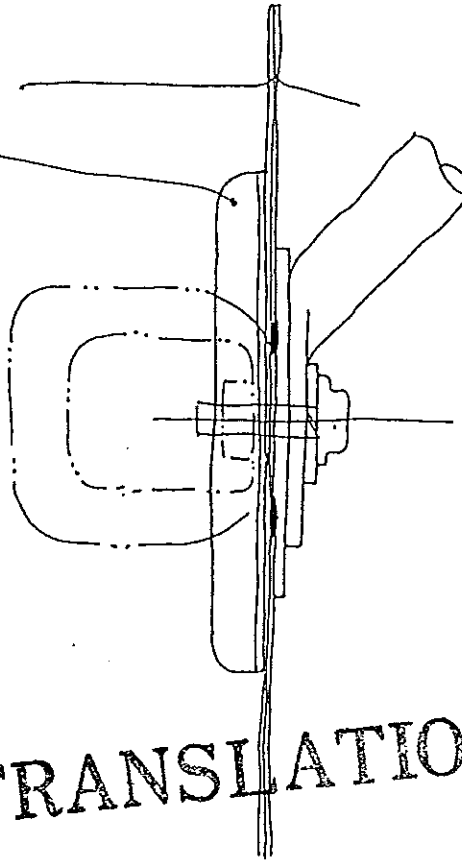
The gusset does not move close to the tank wall.



New gusset added



Flange deformed

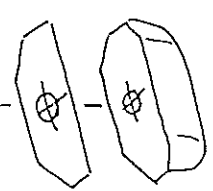


Addition of a new gusset prevents the tank flange from getting deformed to a considerable extent, even if the pitch at the welding point is narrow.

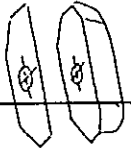
TRANSLATION

(Fig.7)

YH9 (YE7系)・Y4T (Y0E系) 互換タコゲージト恒久対策について。(設置対応)

CAMi		17夕		その他	
日付	55㍉	55㍉	42㍉	55㍉	42㍉
6/13	<p>設定.1</p>  <p>タコゲージ変更 89125-60A ↓ 89125-57B3</p> <p>5/13 K-D (根本対応) 22508/令</p>	<p>設定.1</p> <p>89125-57B3</p> <p>'96.7 生産終了</p>	<p>設定.3</p> <p>89125-57B3</p> <p>タコゲージ共通化対応。 (タコゲージ共通化の差... タコゲージの形状変更対応) 変更可能。 準備も未決算。</p>	<p>設定.1</p> <p>89125-57B3</p> <p>Y4T 151 タコ 台座 現用化に 合わせて変更 可能。</p>	<p>設定.3 共通化</p> <p>89125-57B3</p> <p>↓</p> <p>現用化に 変更可能。</p>
6/未	<p>設定.2</p> <p>89125-57B3</p> <p>タコゲージ共通化対応。 (タコゲージ共通化の差... タコゲージの形状変更対応) (現用化スタート)</p>				
<p>S 212094</p> <p>(表.1)</p>					

Permanent Countermeasure for Fuel Tank Gusset of YH9(YE7 Series), Y4T(YOE Series) (by Making Engineering Change)

Date	CAMI		IWATA		Other	
	55 liter	42 liter	55 liter	42 liter	55 liter	42 liter
Jun.13	<p>Engineering change 1</p> <p>Gusset changed</p>  <p>89125-60A ↓ 89125-57B3</p>	<p>Engineering change 2</p> <p>89125-57B3 Gusset standardization (Pipe of tank guard to be reshaped to standardize the gusset.)</p> <p>(Local procurement to start)</p> <p>Starting with the '97MY initial vehicle.</p>	<p>Engineering change 1</p> <p>89125-57B3</p> <p>Starting with Jul. '96 production</p>	<p>Engineering change 3</p> <p>89125-57B3 Gusset standardization (Pipe of tank guard to be reshaped to standardize the gusset.)</p> <p>As soon as preparation completed.</p>	<p>Engineering change 1</p> <p>89125-57B3</p> <p>SANTANNA ISI Thailand Taiwan</p> <p>Change to be made according to adoption of local procurement.</p>	<p>Engineering change 3</p> <p>Standardization 89125-57B3</p> <p>Change to be made according to adoption of local procurement.</p>
Late Jun.	<p>Jun.13 KD (Okamoto Press) for 2250 vehicles</p> <p>Jun.24 CAMI flow (Local procurement to start)</p>					

**TRANSLATION**

(Table 1)



JUN 18 '96. 1/4

To: KIRO (ASMC Government Relation) MR. NARUSE  
To: ASMC Service MR. FUKUDA  
To: SCI Service MR. Y. SUZUKI

from: SMC 13 谷部, 長野  
CAMI製

☆ Re: '96 ジャー 1.6L ロングホーン の 燃料タンクの件

いもお世話に存じます,

今日 NHTSA の 抜き取りテスト (後突) で GM バッチの '96M ジャー ロング 1.6L の 車両が NG となったという連絡が NHTSA → GM → SMC という経路で入りました。NG の内容は、燃料タンクから衝突のため燃料が漏れるという不具合です。当初 実験部、設計が主務となり、確認作業を行っていたが昨日、当方にも連絡が入り、市場対策としてリコールを実施する方向で動き始めました。

対象地域: US, US Territory, カナダ  
不具合パーツ: 燃料タンク (55L) の ガセット  
対象車両: ジャー 1.6L ロングホーン '96M, CAMI 車  
対象台数 (概算): 約 2万4千台  
(ASMC 5,000台, SCI 900台, GM US 18,000台)  
現在 GM カナダ 確認中

量産対策: ガセット形状変更 (別紙参照)  
発注予定: CAMI で 6/24 から流動予定  
市場対策: 現タンクにガセットを市場に2追加組付 (別紙参照)  
予定: 対策1211 SMC 納入 7/中旬  
実施予定 7/末 (デュー在庫車、ディストリビュータ在庫車、CAMI 1.6L 車を先行実施)

EA12-005 PRODUCED BY SUZUKI MOTOR CORPORATION

Jun. 18, 1996

To: KIRO (ASMC Government Relation), Mr. Naruse  
 To: ASMC Service, Mr. Fukuda  
 To: SCI Service, Mr. Suzuki  
 From: SMC, Taniwaki, Nagano/NOYO

☆ Re: Fuel tank of '96 J-car of 1.6 liter long body type manufactured at  
 CAMI

We appreciate you cooperation always.

Through the path of NHTSA -> GM -> SMC, we received information that the '96MY J-car of the 1.6 liter long body type of the GM batch was judged NG in the sampling test (rear collision) conducted by NHTSA. In this case, NG represents fuel leakage from the fuel tank as a result of a collision.

At first, the Experiment and Engineering Design Divisions was doing investigation as a competent division but yesterday we were also told that a recall action would be taken as countermeasure for the market.

Applicable area : US, US territory, Canada

Defective part : Gusset for the fuel tank (55 liters)

Applicable vehicle : '96MY J-car of 1.6 liter, long body type vehicles  
manufactured at CAMI

Number of applicable vehicles (rough estimate) : Approximately 24,000  
 (ASMC 5,000 vehicles, SCI 900 vehicles, GM US 18,000 vehicles)

The number for GM CANADA is currently being checked.

Countermeasure for mass production : The gusset will be reshaped.

(See the separate sheet.)

Implementation schedule : Flow is scheduled to start on Jun. 24 at CAMI.

Countermeasure for market : An additional gusset will be installed to the  
 existing tank in the market. (See the separate sheet.)

Expected schedule : Countermeasure parts will be delivered to SMC in mid-  
 July. The countermeasure will be implemented starting in late July.  
 (Vehicles in the dealer stock, the distributor stock and CAMI pool  
 vehicles will be subject to the countermeasure first.)

to be continued

**TRANSLATION**

フグキ

不具合発生原因 (設計から正式な書面がまだありませんので  
概略まで)

Jカー 1.6L ロングボデーは '96MY からタンクを取り  
付けるブラケット形状を変更してあり、また  
CAMI 組付の燃料タンクのカセットは、スポット溶  
接の巾が狭く、またカセット自身が斜めに取付いて  
いるのがあることが複合的に重なり、不具合に至った。  
(カセット組付が CAMI ではハンドで 磐田 では  
治具 + 溶接ロボット)

(よ2 磐田製及びジョーボデー及びワイドボデーは対象外と存じます。)  
(YFO)

**注意** 当件情報が交錯しており確定情報ではありません  
ので取り扱いについては十分注意して下さいようお願  
い申し上げます。

依頼事項

貴社で '96MY サイドキックロング 1.6L CAMI 車のテスト  
リビュ-タ在庫及びテ-ラ在庫が現時点で何台位  
あるか御教授下さい。

以上。

Continuing

2/4

Cause for occurrence of faulty condition (only rough outline because we haven't received a formal letter from the Engineering Division)

Starting with '96MY, the bracket to mount the tank for the J-car of 1.6 liter long body type has been reshaped. With the fuel tanks installed at CAMI, the width of its spot welding was narrow in some cases and the gusset itself was attached diagonally in some other cases. When these faulty conditions happened to coexist, such faulty condition resulted. (The gusset installation was done manually at CAMI while it was done with a jig and a welding robot at IWATA.) (Therefore, vehicles manufactured at IWATA, and those for the short body and wide body (YF0) types will not be subject to this recall.)

**Caution** There are various information on this matter. As they have not been confirmed, please use care when handling such information.

Request

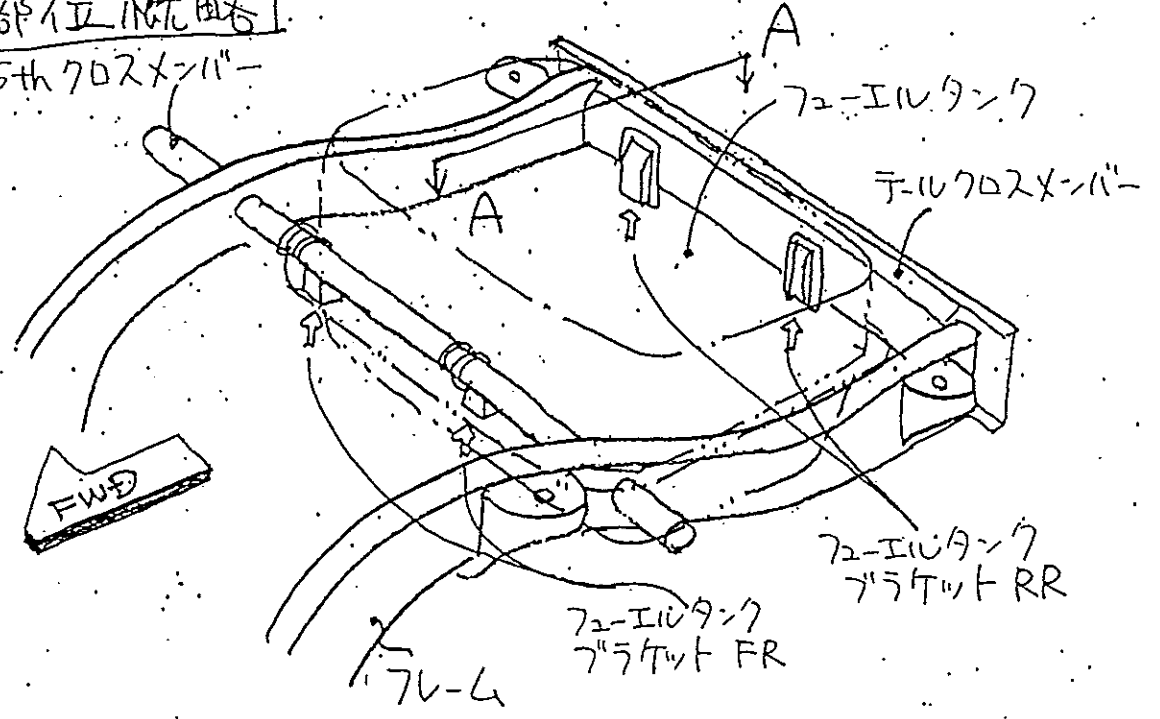
Please check the current volume in stock of '96MY Sidekick of 1.6 liter and long body type vehicles manufactured at CAMI at both distributors and dealers and let us know.

TRANSLATION



該当部位概略

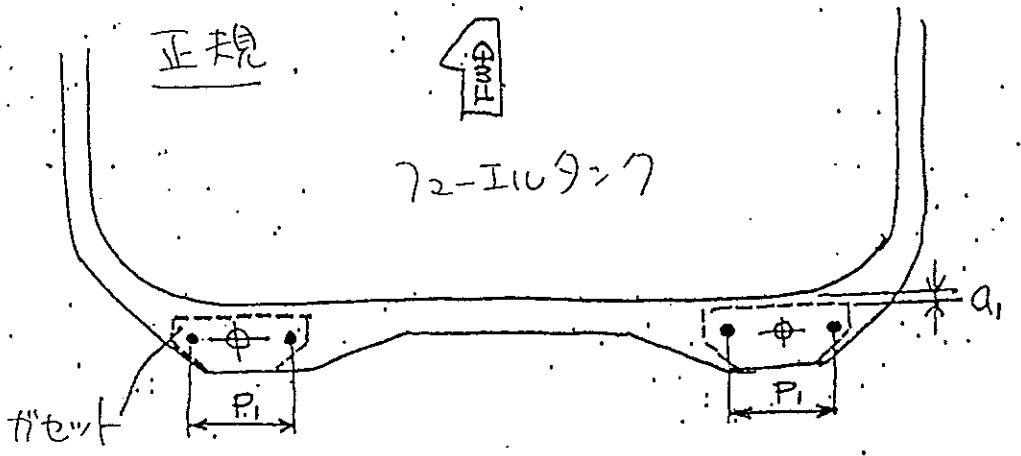
5thクロスメンバー



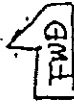
正規



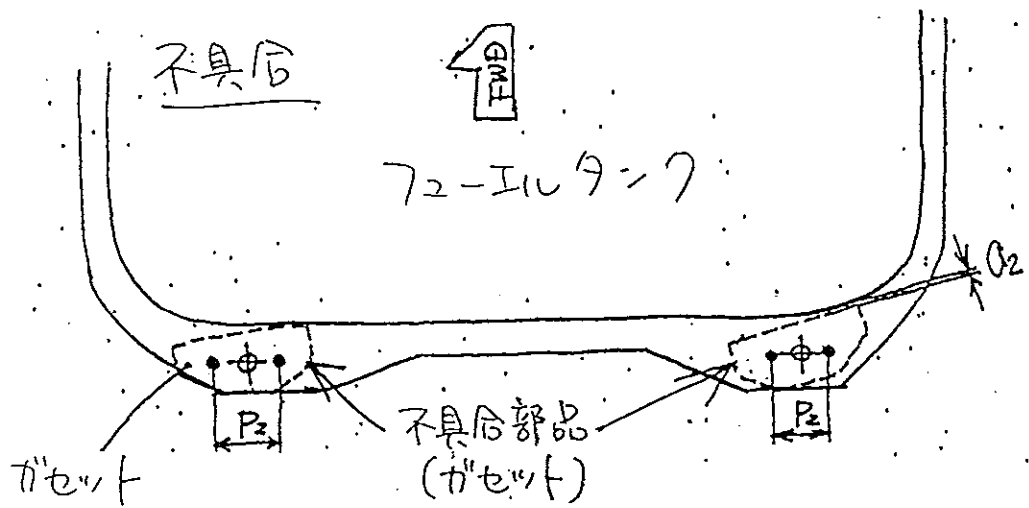
72-ILUタンク



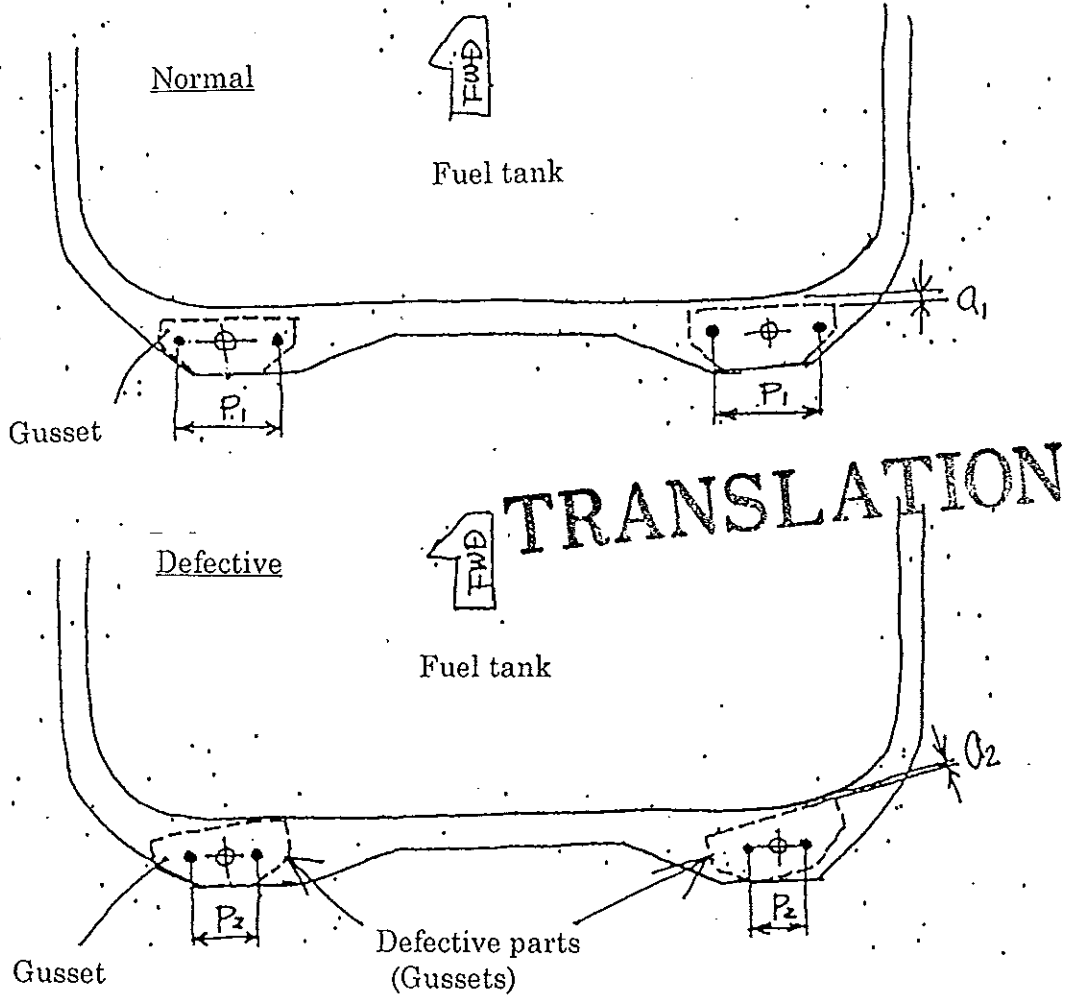
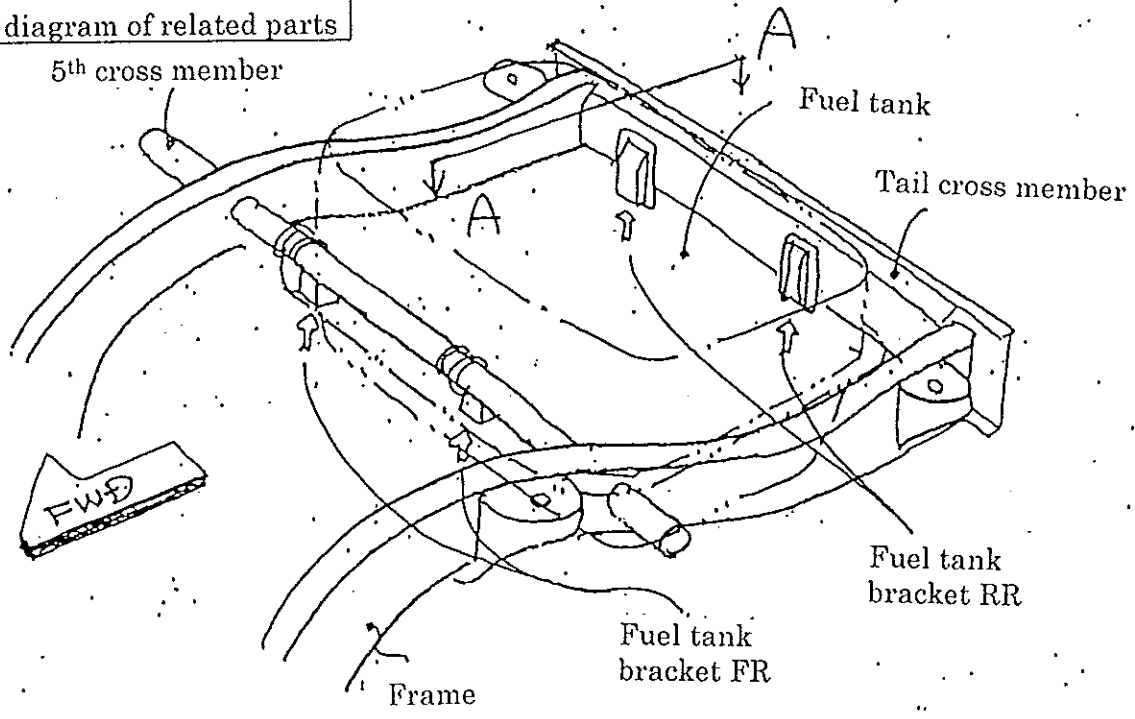
不具合



72-ILUタンク



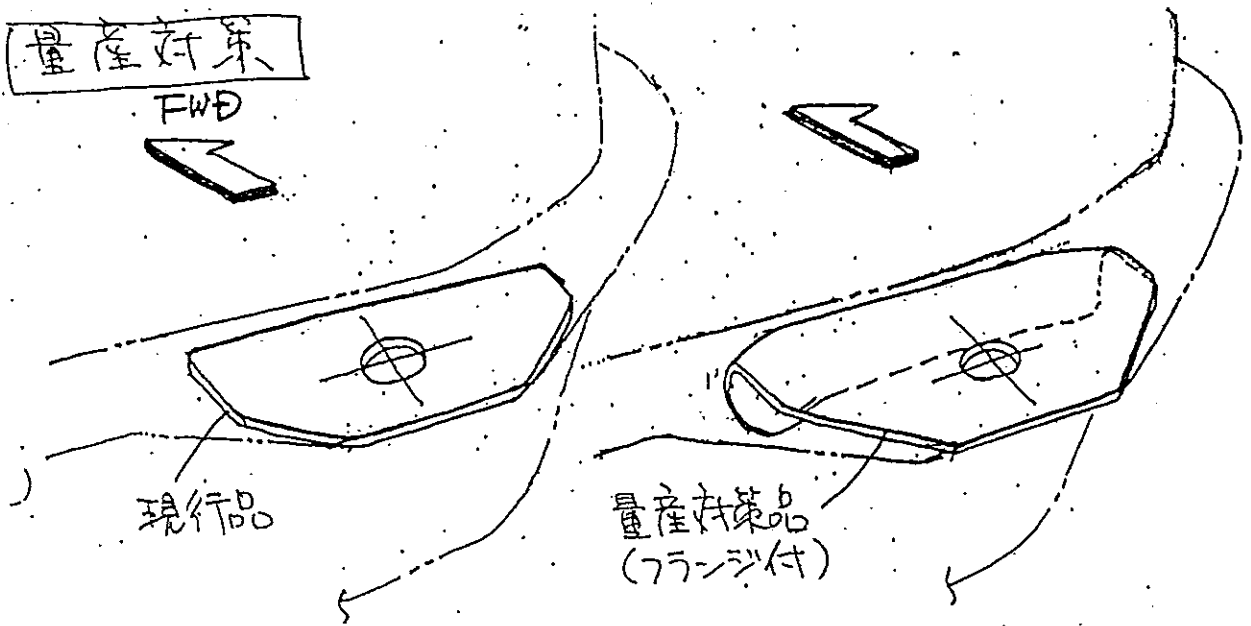
Schematic diagram of related parts



EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

量産対策

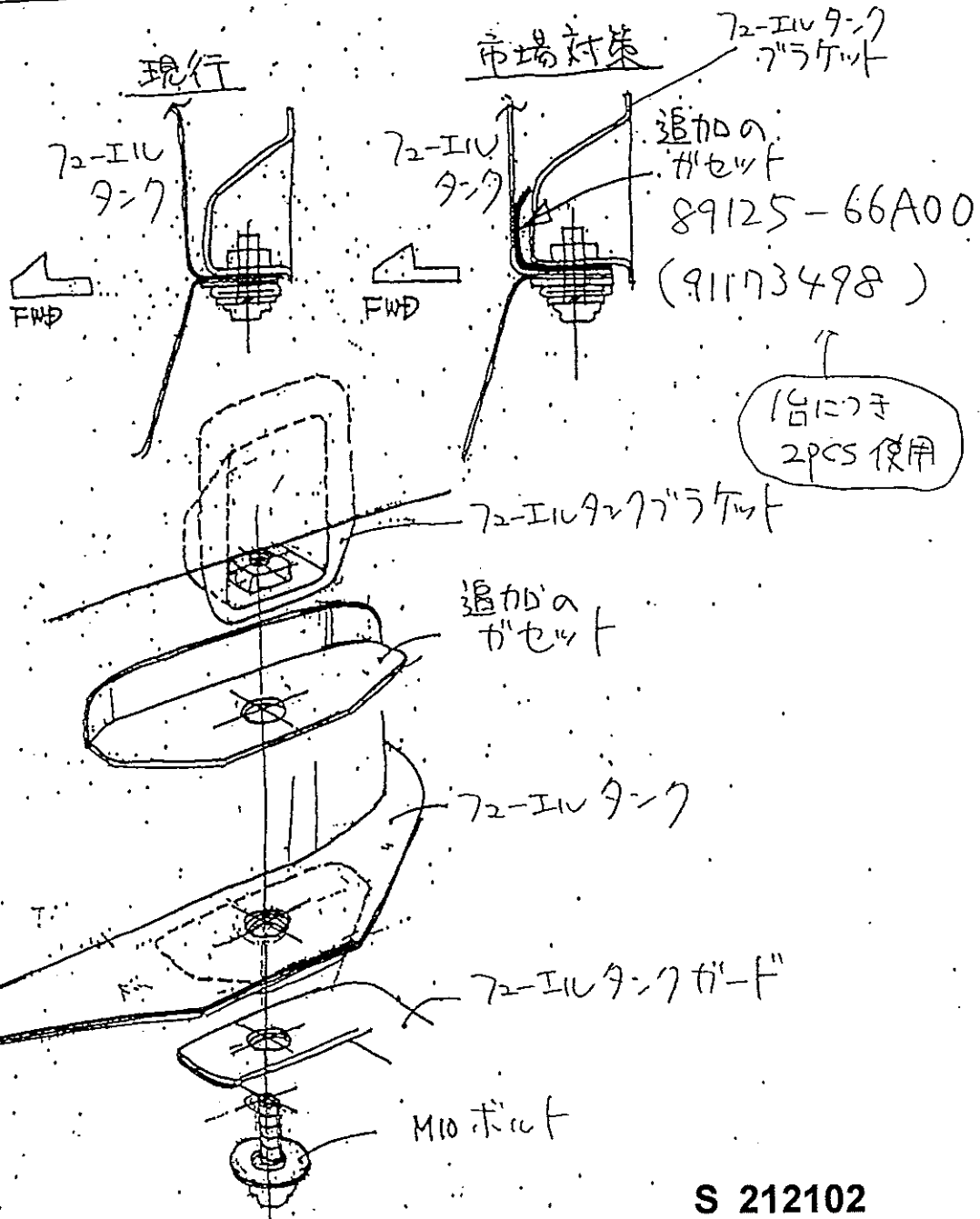
FWD



市場対策

現行

市場対策



Countermeasure for mass production

FWD



Existing gusset

Gusset as countermeasure for mass production (with flange)

Countermeasure for market

Existing

Countermeasure for market

Fuel tank bracket

Fuel tank

Fuel tank

Additional gusset

89125-66A00  
(91173498)

2 pcs. used for 1 vehicle

Fuel tank bracket

Additional gusset

Fuel tank

TRANSLATION

Fuel tank guard

M10 bolt

S 212103





FAX to MR. NARITOMI

電話: 7 = 37, 6/23/96

MR. NARITOMI

440-2251

SUZUKI MOTOR

THE RECALL\* OF 1996 MY 4 DOOR

TRACKER WILL OCCUR AS SOON

AS POSSIBLE. SERVICE PROCEDURE

FROM SUZUKI NEEDED WITH

ILLUSTRATIONS (DRAWINGS OF

TANK - GUSSET AREA WITH REPAIR

PIECE INSTALLED) ARE NEEDED AS

SOON AS POSSIBLE -

PLEASE SEND TO JIM MAYES

THANKS -

Bob P... (signature)

\* subject to GM Chem VP  
signing.

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

Narutomi  
Jun.24, 1996

FAX to MR. NARITOMI

Distributed to : HINI, YOHO

6/23/96

MR. NARITOMI

440.2251

SUZUKI MOTOR

THE RECALL\* OF 1996 MY 4 DOOR  
TRACKER WILL OCCUR AS SOON  
AS POSSIBLE. SERVICE PROCEDURE  
FROM SUZUKI NEEDED WITH  
ILLUSTRATIONS (DRAWINGS OF  
TANK - GUSSET AREA WITH REPAIR  
PIECE INSTALLED) ARE NEEDED AS  
SOON AS POSSIBLE -

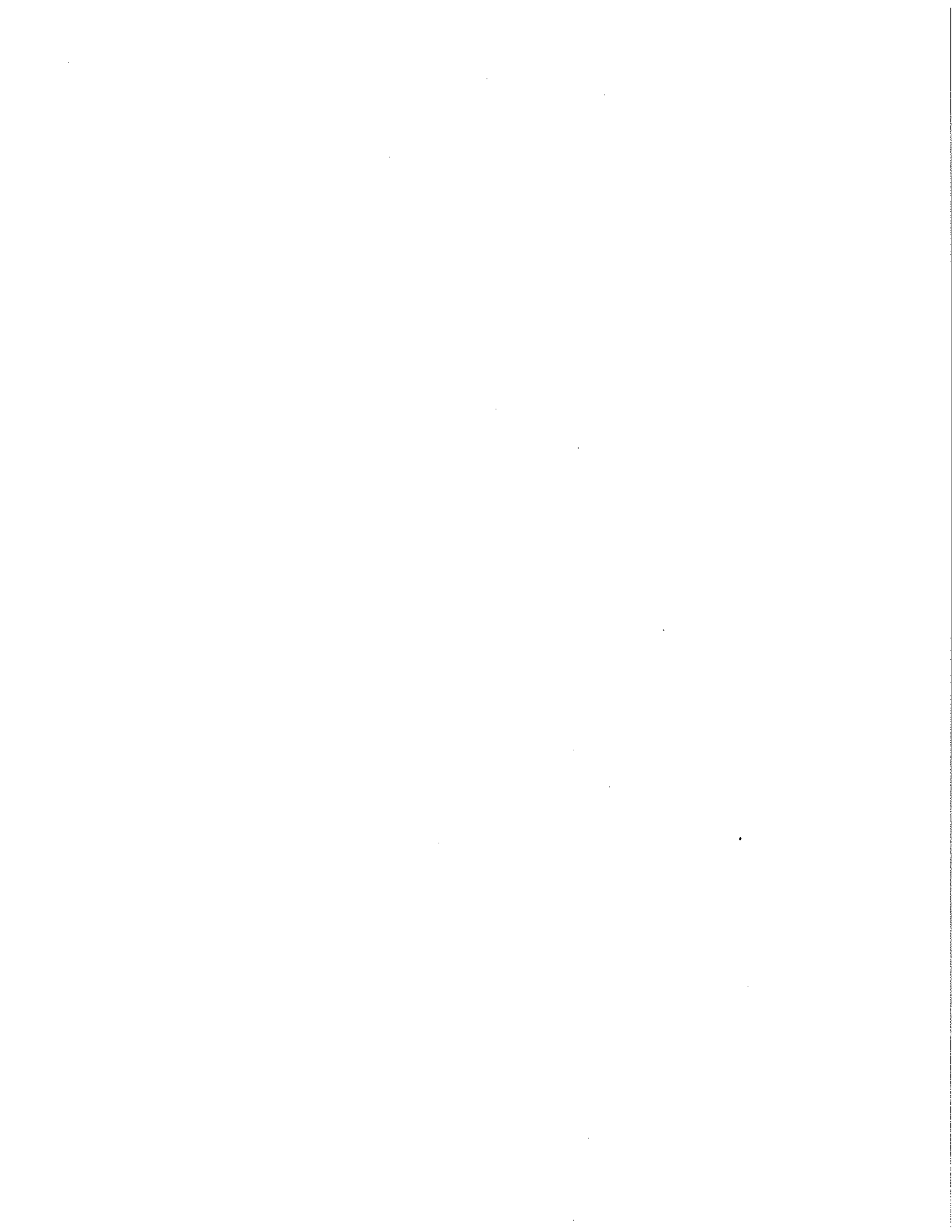
PLEASE SEND TO JIM MAYES

THANKS -

Bob Pursell

\* subject to GM chow VP  
signing.

TRANSLATION







TO : Mr. Bob Prevost

From : Tom Naritomi, General Manager, Overseas Service Department

1. Thank you for your FAX regarding a request for illustrations for 4 Door Tracker.  
We will be able to mail out hard copy of illustrations to Mr. Jim Mayes together with repair instructions tomorrow (6/25/96 Japan time). They will be sent via FAX at the same time.
2. To facilitate corrective action, SMC must receive parts order from GM SPO as soon as possible. Please make sure to instruct your SPO to do so. We had some cases in the past where we, SMC, could not ship out necessary part to GM for long period since no order was received by our Parts Department.  
(Part Number will be informed to you and GM SPO tomorrow.)

CC ; Mr. Jim Mayes

A handwritten signature in cursive script that reads 'T. Naritomi'. The signature is written over a horizontal line.



Date: June 24, 1996

**Geo FAX MESSAGE**

FAX #: 011JLM

Page 1 of 1

**Chevrolet Motor Division  
Geo Engineering**

TO: Mr. T. Naritomi  
General Manager  
Suzuki Motor Corp.  
FAX: 011-81-53-440-2251

From: J.L. Mayes  
Geo Product Assurance Manager  
CHEVROLET  
FAX: 810-492-6842

Dear Naritomi-san,

Please ship the Tracker fuel tank gussets to:

970 2115 511

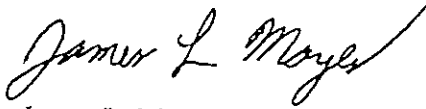
FLINT PACKAGING Co.  
3055 EAST BRISTOL ROAD  
FLINT, MICHIGAN 48501

— 1825

ATTN: LARRY CHOPP

Thank you for your assistance.

Sincerely,



James L. Mayes

Geo Tracker Product Assurance Manager

② 文 4M 5PO

7421 11.77.337

cc: R.L. Prevost  
D.A. Hall  
A.A. Miller

Date: June 24, 1996

**Geo FAX MESSAGE**

FAX #: 011JLM

Page 1 of 1

**Chevrolet Motor Division**  
**Geo Engineering**

TO: Mr. T. Naritomi  
General Manager  
Suzuki Motor Corp.  
FAX: 011-81-53-440-2251

From: J.L. Mayes  
Geo Product Assurance Manager  
CHEVROLET  
FAX: 810-492-6842

Dear Naritomi-san,

Please ship the Tracker fuel tank gussets to:

*970 217 511*

FLINT PACKAGING Co.  
3055 EAST BRISTOL ROAD  
FLINT, MICHIGAN 48501

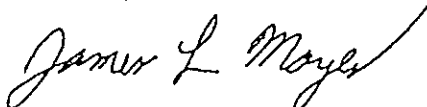
— Packaging

ATTN: LARRY CHOPP

Thank you for your assistance.

Order *CEM SPO*

Sincerely,



James L. Mayes

Flint Packaging .

Geo Tracker Product Assurance Manager

cc: R.L. Prevost  
D.A. Hall  
A.A. Miller

**TRANSLATION**

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION



6/24/96

MR. NARITOMI -

WE TALKED WITH GM LEGAL  
(DEB VANDERHOFF) AND IT IS CLEAR  
WE CAN NOT DELIVER ONCE  
DECISION IS MADE -

US SAFETY ACT

49 USC SECTION 30118

SHG CAN TALK WITH SUZUKI  
LEGAL IF YOU WISH.

(810) 986-8423

NO CHOICE -

Bob Prewitt

CC: MR. HIRANO

1/3. JTA

PLS CALL WITH SHIPMENT DATE.

JIM MAYES WILL  
CONTACT WITH DELIVERY  
ADDRESS IN FLINT, MICHIGAN

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

S 212109

6/24/96

MR. NARITOMI -

WE TALKED WITH GM LEGAL

(DEB VANDERHOFF) AND IT IS CLEAR

WE CAN NOT DELIVER ONCE  
DECISION IS MADE -

US SAFETY ACT

49 USC SECTION 30118

SHG. CAN TALK WITH SUZUKI

LEGAL IF YOU WISH.

(810) 986-8423

NO CHOICE - TRANSLATION

Bob Prewer

RIYO Igarashi

CC: MR. HIRANO

PLS CALL WITH SHIPMENT DATE.

JIM MAYES WILL  
CONTACT WITH DELIVERY  
ADDRESS IN FLINT, MICHIGAN

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

6/24/96

Jim Mayes,

Have the Cracker gaskets shipped to

Flint Packaging Co.

3055 E. Bristol Rd.

Flint, Mi 48501

Attn: Larry Chopp

Thanks,

Dalt

FLINT PACKAGING

3055 E. BRISTOL RD

FLINT, MICH 48501

ATTN: LARRY CHOPP

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION





To: ASMC MR. FUKUDA

JUN / 25 / 96  
1日長野信協

To: SCI MR. Y. SUZUKI

※ 96MY サイドバック4ドア車燃料タンクの件。

1. 対策部品 Fuel Tank Gusset (P/No. 89125-66A00)  
発注依頼の件。

デパート/ビュータ-在庫、デパート-在庫分も含め下記数量  
をデパートへ至急発注願います。

ASMC 6000 pcs. (3000台分)

SCI 1000 pcs. (500台分)

FoB  
約75A/pc.  
予定

こちらは、6月27日にスズキ湖西センターに納入いたします。

2. 対象 VIN レンジ。リストを添付致します。

3. キャンペーン実施までの日程の件。

デパート-レポート作成、発送日程やホタル-レポート作成、発送  
日程などキャンペーン実施までの予定を御教授下さい。  
キャンペーン実施は7月中旬を以て進めさせていただきます。

4. 市場対策の作業手順書の件。

添付致します。尚、オリジナルとイラストのコピーは  
本日貴殿へメール致しました。

To: ASMC, Mr. Fukuda  
To: SCI, Mr. Y. Suzuki  
From: Nagano, Taniwaki/NOYO on Jun.25, 1996

☆ RE: Fuel tank of '96MY Sidekick 4-door vehicle

1. Request for placing an order for the countermeasure part, Fuel Tank Gusset (P/No. 89125-66A00)

Please place a quick order by the following quantities including those in stock at distributors and dealers to TENI.

ASMC 6,000 pcs. (for 3,000 vehicles)

SCI 1,000 pcs. (for 500 vehicles)

Expected FOB about 75 yen/pc
---------------------------------

These will be delivered to SUZUKI KOSAI Parts Center on June. 27.

2. Applicable VIN range : A list is attached.
3. Schedule before implementation of the campaign  
Please advise us the schedule before implementation of the campaign including preparation and mailing of the dealer letters and the owner letters. Please proceed so that the campaign can be implemented in mid-July.
4. Operation manual of countermeasures for the market  
The operation manual is attached herewith. We sent its original and copies of the illustrations to you by mail.

TRANSLATION

5. ASMC FAX (6/24付) に対する回答.

a) 部品供給の日程.

納入計画		供給可能数		
日付	数量	ASMC	SCI	GM
6/21	1,000 pcs			
24	1,000 pcs.			
27	10,000 pcs.	6,000 pcs	—	6,000 pcs
7/3	14,000 pcs	—	1,000 pcs	13,000 pcs
7/10	3,000 pcs	1,000 pcs	500 pcs	1,500 pcs

を予定しておりますが 7/10 以降 (7/10 含む) の供給可能数は各代理店の既販車対策の予定により対応致します。

b) 部品番号及びコスト.

89125-66A00 FOB 税 約 25円 / pc.

セット品番号が必要とのことですか。

1台につき 2pcs 必要を徹底するとのこと御対応下さい。(GMにもそう伝えました。)

c) キャンペーンコード 9951  
 オプションコード DH9999

d) LABOR 0.2H + <sup>管理費</sup> 0.1H = 0.3H

実際作業に頂ければわかりますが 実際作業時間は3分もかかりません。

5. Reply to the fax (dated 6/14) from ASMC

a) Schedule for parts supply

Delivery schedule		Number of parts that can be supplied		
		ASMC	SCI	GM
6/21	1,000 pcs			
6/24	1,000 pcs			
6/27	10,000 pcs	6,000 pcs	---	6,000 pcs
7/3	14,000 pcs	---	1,000 pcs	13,000 pcs
7/10	3,000 pcs	1,000 pcs	500 pcs	1,500 pcs

The numbers of parts that can be supplied on and after 7/10 will be determined according to the plan of the countermeasures for the vehicles that have already been sold by each dealer.

b) Part No. and cost of the countermeasure part

89125-66A00                      Expected FOB : about 75 yen/pc.

You indicated necessity of the Part No. as a set, but please have it known and understood that 2 pcs. are required for each vehicle. (We told the same to GM as well.)

c) Campaign code                      99S1  
Operation code                      DH9999

d) Labor cost                       $0.2H + 0.1H = 0.3H$

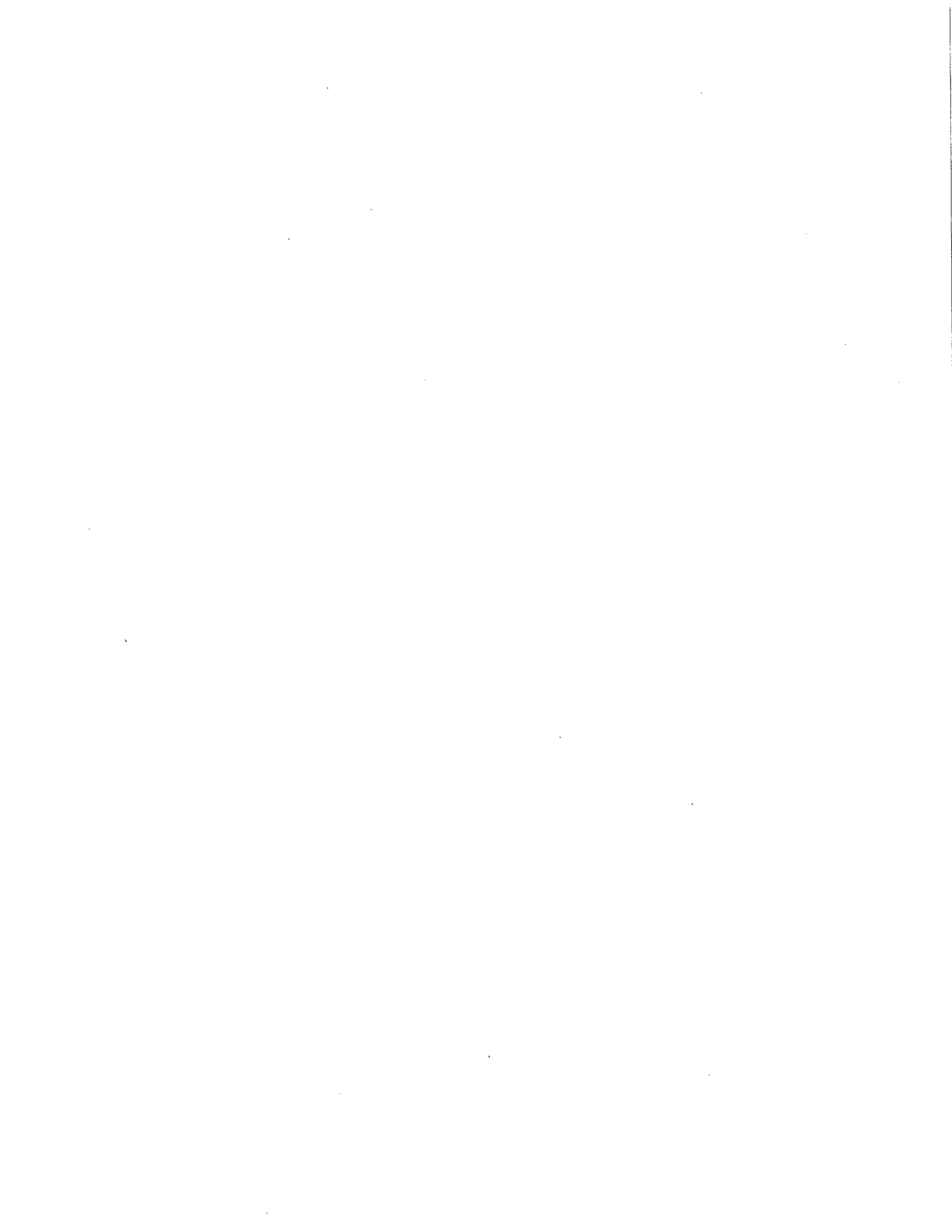
Administrative expense

As you will see when you actually try, the work takes not more than 3 minutes.

TRANSLATION

PROPRIETARY OR CONFIDENTIAL  
INFORMATION - SUBJECT TO  
PROTECTIVE ORDER

S 212115





TO : Mr. Bob Prevost

From : Tom Naritomi, General Manager, Overseas Service Department

RE : Tracker fuel tank

- 1. Part Name : Gusset fuel tank  
Part number: GM number 91173498 (Suzuki number 89125-66A00)  
Parts needed for one vehicle : 2
- 2. Countermeasure parts supply schedule from SMC parts Department for GM is as follows.  
June 27 : 6,000 pieces (for 3,000 vehicles)  
July 3 : 13,000 pieces (for 6,500 vehicles)  
Please make sure that GM SPO place the orders accordingly without any delay.  
  
Parts supply schedule after July 3 has not been determined yet. Please let me know if you have any specific request on parts supply
- 3. Packaging : Each piece will be put in a plastic bag. This is to protect paint on the countermeasure parts to prevent rust problem while in use.
- 4. We mailed out attached instruction and illustration today to Mr. Mayes.

CC : Mr. Jim Mayes

Mr. Hirano

Mr. Nakamura

CAMI QC 早野 参事 殿

貴FAX 6/24付 拝受しました。  
上記の様に部品A 発注を GM に依頼しました。  
(市場対策の平順書を添付致します。)

尚、ASMC の S C I につきましては同様に部品発注依頼  
を致します。



1/2

TO : Mr. Bob Prevost

From : Tom Naritomi, General Manager, Overseas Service Department

RE : Tracker fuel tank

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Part number: GM number 91173498 (Suzuki number 89125-66A00)  
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4. We mailed out attached instruction and illustration today to Mr. Mayes.

CC : Mr. Jim Mayes

Mr. Hirano

Mr. Nakamura

To: Mr. Hirano, Councillor of CAMI QC

Thank you for the fax dated June 24.

We asked GM to place the orders as shown above.

(Attached please find an instruction manual for the countermeasure to be used in the market.)

We are also going to ask ASMC and SCI to place the orders.

TRANSLATION





1/2

TO : Mr. Bob Prevost

From : Tom Naritomi, General Manager, Overseas Service Department

RE : Tracker fuel tank

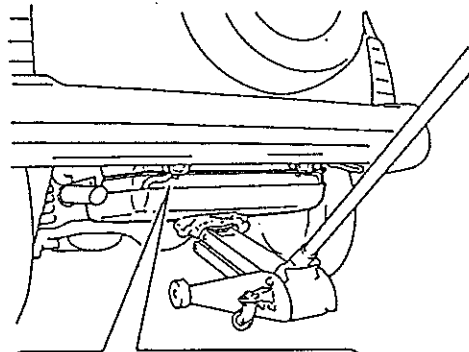
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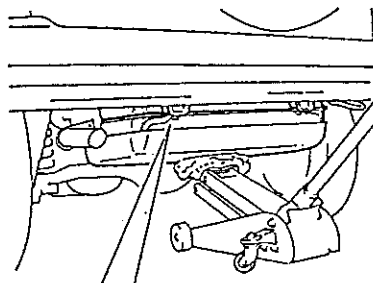
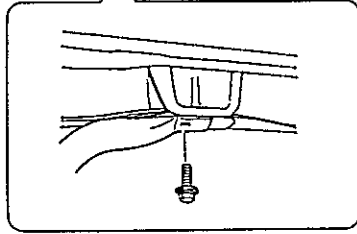
Mr. Hirano

Mr. Nakamura

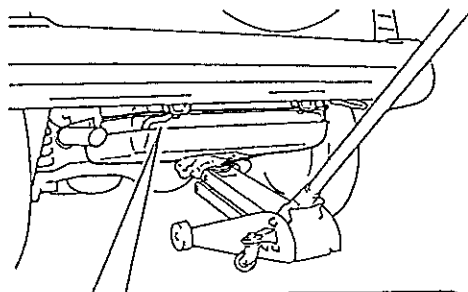
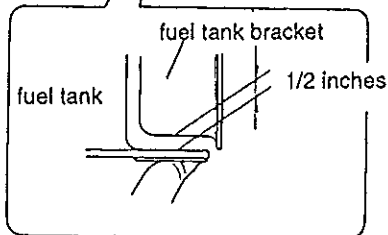
## SERVICE PROCEDURE



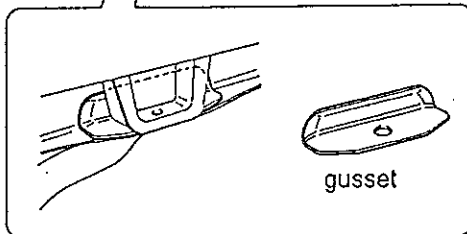
1. Raise the jack slowly until it barely contacts the bottom of the tank.
2. Remove two fuel tank bolts.



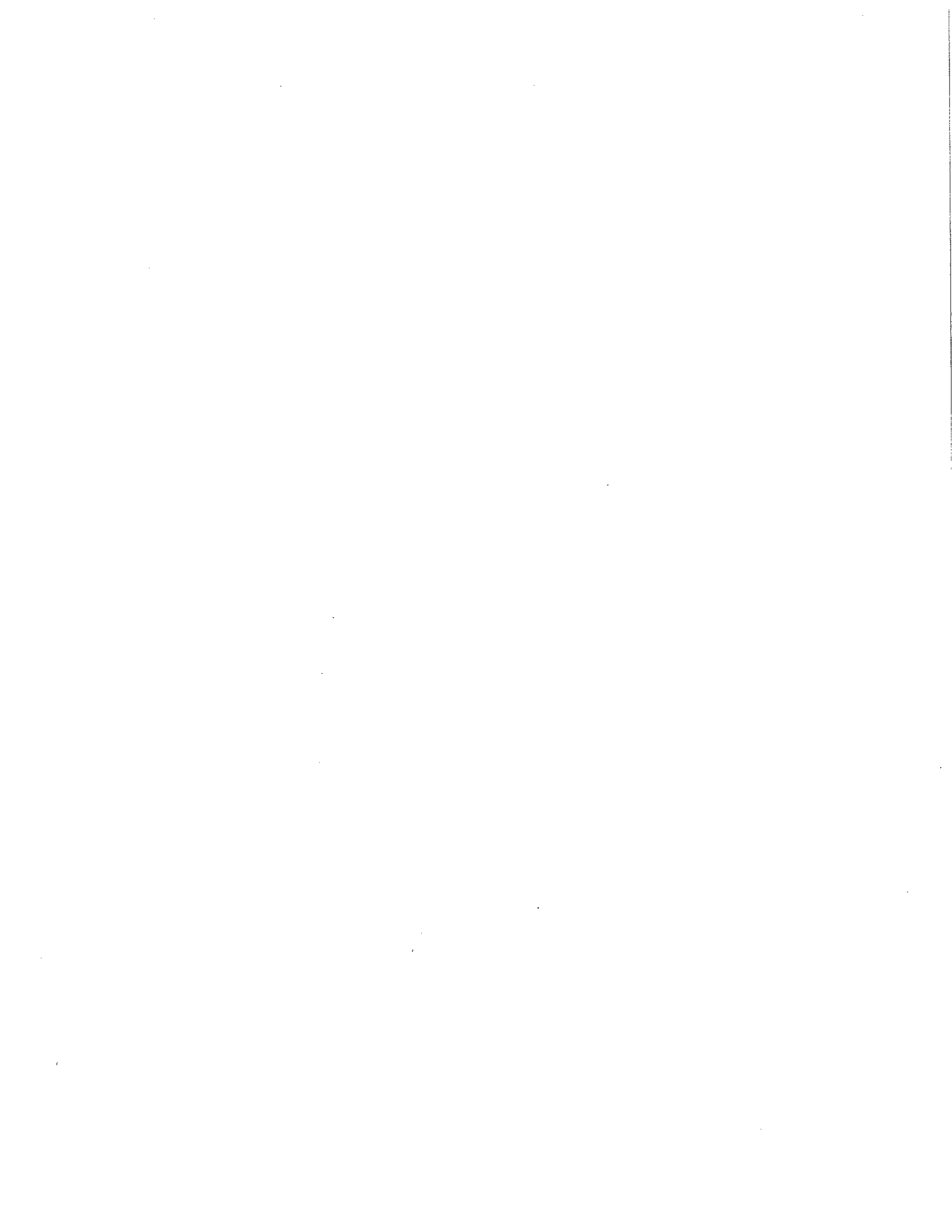
3. Lower the fuel tank slowly about a half (1/2) inches.  
Do not lower the fuel tank more than one inch.



4. Install the gussets as illustrated.
5. Raise the fuel tank until the gusset contacts the bracket.
6. Tighten the installation bolts.  
Tightening torque: 40 lb-ft



**CAUTION**  
Never apply the jack too hard on the bottom of fuel tank or the fuel tank can be damaged.



== FUEL TANK GUSSET ==

List of the subject VIN range		Number of the subject vehicle		TOTAL
		U.S.	CANADA	
GM				
2WD	2CNBE136*T6903522-2CNBE136*T6955871	4,114	--	
4WD	2CNBJ136*T6903533-2CNBJ136*T6956453	14,007	--	
	SUB TOTAL	18,121		18,121
		ASMC	SCI	
SUZUKI				
2WD	2S3TE02V*T6400598-2S3TE02V*T6410373	1,338	--	1,338
4WD	2S3TD03V*T6400612-2S3TD03V*T6410374	2,987	884	3,871
	SUB TOTAL	4,325	884	5,209
	TOTAL	22,446	884	23,330



# FAX送信用紙

平成 8 年 7 月 4 日

スズキ(株) 部品部 印中  
課 芝田 様

旭夕見製作所  
浜名郡新居町新居528  
TEL (05359) 4-0700  
FAX (05359) 4-1818

担当



拝啓 貴社益々御隆盛のこととお慶び申し上げます。  
弊社 業務につきましては、格別のお引立てに預り、厚くお礼申し上げます。  
早々ですが、下記に連絡事項をお知らせ致しますので、宜しくお願いいたします。

記

## 先行納入依頼の件

品番	89125-66A00					
注文	7/15	1/16	1/17	1/18	1/19	
	3000	3000	3000	3000	5000	計 17000

先行計画	7/4	1/8	1/9	1/10	1/11	1/15
	3500	3000	3000	3000	3000	3000 計 17000
	↑ 173000円 知照は可。					

☆ 各工程を詰めるに付詰めの計画です。

略図

FAX TRANSMISSION

To: Mr. Shibata, Spare Parts Div., SUZUKI MOTOR CORPORATION

From: Shibata, Shiomi Manufacturing Co., Ltd.

528 Arai, Arai-cho, Hamana-gun

TEL: 05359-4-0760

FAX: 05359-4-1818

Date: July 4, 1996

Described below is our reply to your request for advance delivery of the order.

Part No. : 89125-66A00

Current order & schedule

7/15	/16	/17	/18	/19			
3000	3000	3000	3000	5000	Total	17,000	

Advance delivery schedule

7/4	/8	/9	/10	/11	/15		
3500	<del>2000</del>	3000	3000	3000	3000	Total	17,000

↑

To be delivered by 3:00 p.m.

☆ For this schedule, each process has been shortened as much as possible.

Schematic diagram

TRANSLATION





☆ F/TANK 市場対策 12-1ツの動き  
 (89125-66A00, <sup>GM</sup> 91173498)

JUL/4/96  
 13/谷崎

① 予定	② 数量	ASMC	SCI	GM
6/21	1,000			
24	1,000	2,000		
27	10,000	4,000	1,500	4,500
7/1	6,000	2,000	-	4,000
2	5,000	-	-	5,000
3	6,000	-	-	6,000
4	3,500	-	-	3,500
8	3,000	-	-	3,000
9	3,000	-	-	3,000
10	3,000	-	-	3,000
11	3,000	-	-	3,000
15	3,000	700	300	2,000
47,500		8,700	1,800	37,000

7/4の目見製作所よりF/TANKへの連絡で  
 上記のような先行計画をなりましたので  
 各代理店への配分も上記計画で  
 お願い致します。

JUL/4/96

☆ Flow of F/TANK parts as countermeasure for the market

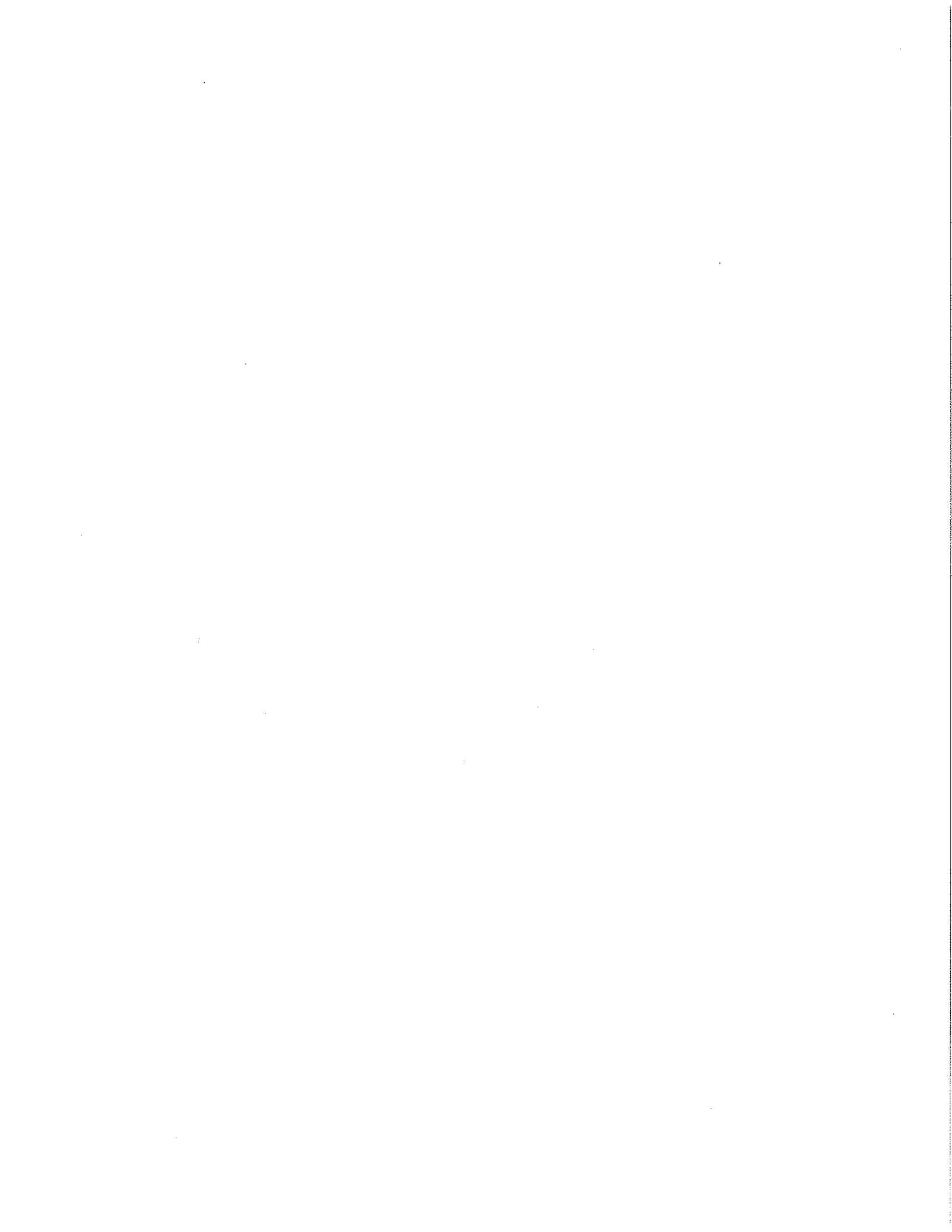
Taniwaki/NOYO

(89125-66A00, <sup>GM</sup> 91173498 )

Scheduled date	Q'ty	ASMC	SCI	GM
6/21	1,000			
24	1,000	2,000		
27	10,000	4,000	1,500	4,500
7/1	6,000	2,000	-	4,000
2	5,000	-	-	5,000
3	6,000	-	-	6,000
4	3,500	-	-	3,500
8	3,000	-	-	3,000
9	3,000	-	-	3,000
10	3,000	-	-	3,000
11	3,000	-	-	3,000
15	3,000	700	300	2,000
<hr/>				
	47,500	8,700	1,800	37,000

On July 4, Shiomi Manufacturing Co., Ltd. informed TEKI of the above leading schedule. Please follow the above schedule when distributing the parts to your dealers.

TRANSLATION





ギ長殿、→ノ長殿、ノヨ長野殿、谷脇殿

6.25.96 キロ

矢野

コピー配付

1. 燃料タンクの件

本件に関するNHTSAへの届け出の関係ですが、

\*GMのアップーマネージメントの最終決定が出されるのが、明日だと聞いています。

NHTSAへの届け出はそれからとなるのですが、御存知のように来週から2週間GMは休暇に入りますから、今週中にNHTSAへの届け出をするとGMの窓口であるジェームズメイズさんは言っていました。NHTSAへの届け出レターのドラフトが出来たら送ってもらえる事になっています。

スズキのレターは、GMレターの内容を参考にして作成します。

提出は、GMと同時期が良いと思いますので、今週中には提出する事になります。

以上、涼しくお願いします。

<完>

Narutomi  
Jun. 26, 1996

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

Copy already distributed

From: Naruse/KIRO on Jun. 25, 1996

1. RE: Fuel tank

Concerning the notification to NHTSA on this matter,

\* We were told that the upper management of GM will make the final decision tomorrow. The notification to NHTSA will follow that decision. However, as you know, GM will be on 2-week vacation starting next week. Therefore, according to Mr. James Mays who is in the liaison position of GM, GM will submit the notification to NHTSA within this week. We asked them to send the draft of the notification to NHTSA when it is completed.

The letter from SUZUKI will be prepared by referring to the content of the GM letter.

As we think it better to submit the notification at the same timing as GM, we should submit it within this week.

TRANSLATION



☆

1/1

1長殿 長野殿 谷脇殿



Jun. 26. 96  
SCI 鈴木

1. 96MY CAMI 變 SIDEKICK 4-DR Fuel TANK 0.5%  
ASMC # - E2 2W. GOVERNMENT RECA TION  
1:2 2:2 3:2 4:2

( Defect report は 7/10 まで  
Customer letter / Service Bulletin は # - E2 及び  
入手し 7/14 版 作成 可 様 手配 しました。

部品は 本日 当部 部品 部品の 寸 - 5 - 17 - T.K.S.  
1000 PCS

実施を 7月 中旬 を目 標 社内 調整 します。

3 解 決 した。

以上

☆

1/1

Narutomi  
Jun. 27, 1996

To: NO-CHO, Mr. Nagano, Mr. Taniwaki

From: Suzuki/SCI on Jun. 26, 1996

1. Fuel tank of 96MY SIDEKICK 4-DR vehicles manufactured at CAMI  
We contacted ASMC Service and Government Relation and made arrangements to obtain the defect report from KIRO and the customer letters / Service bulletin form Service so as to prepare the Canadian version.

We placed an order for parts through our Spare Parts division.

1,000 pcs.

Thanks

We will make in-house arrangements with the target for implementation in mid-July.

Understood

TRANSLATION





To: SCI  
ATTN: MR. Y. SUZUKI

JUN/27/96  
/日 長興, 谷崎

※ 96MY, SIDEKICK 4ドア 72-110 929 台。

1. 対策部品オーダー (1000個) されたこと a = と了解しました。
2. 実施を7月中旬目標と a = と了解。
3. レポートは、F0と協力して進め2頂く様お願い申し上げます。

以上。

To: SCI

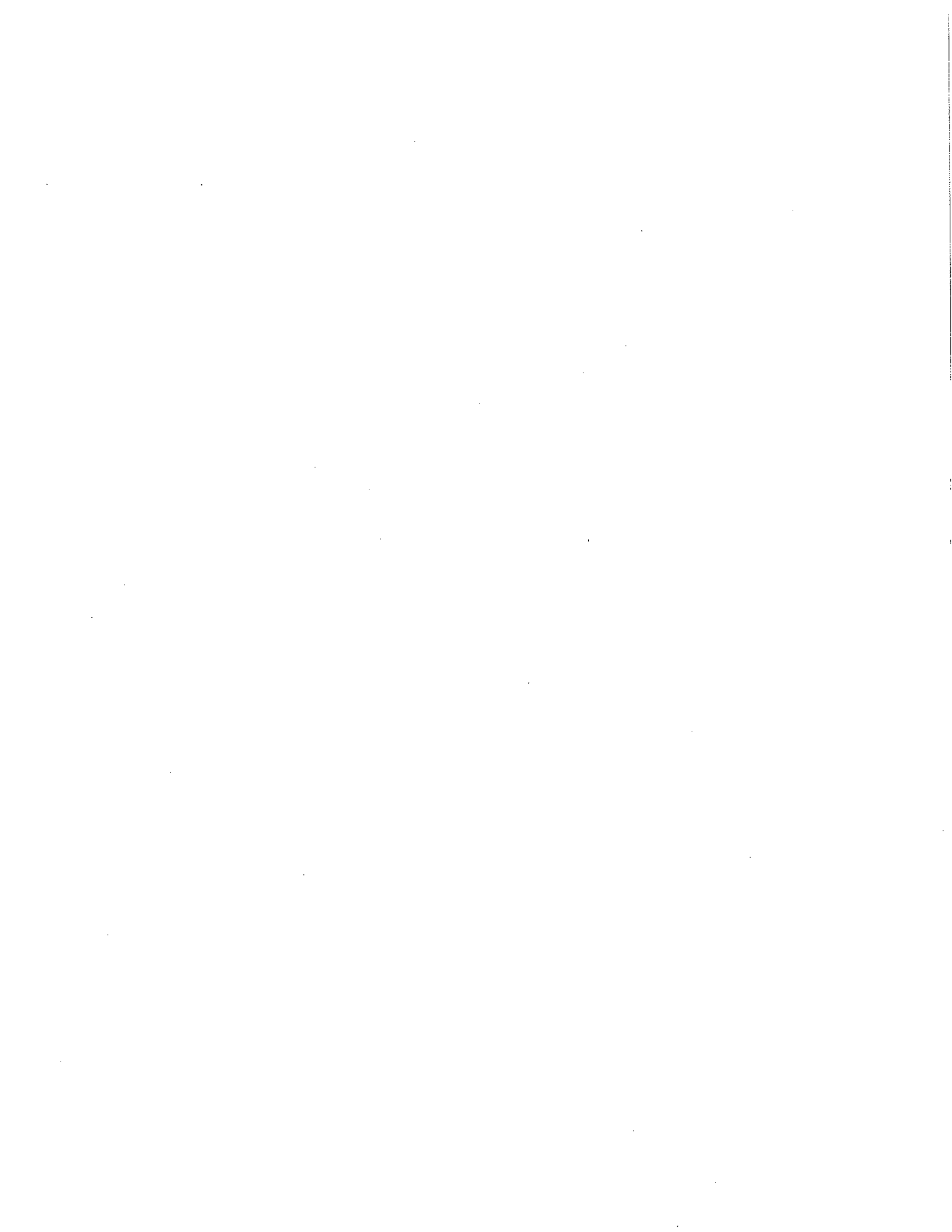
Attn: Mr. Y. Suzuki

From: Nagano, Taniwaki/NOYO on Jun. 27, 1996

☆ RE: Fuel tank of 96MY SIDEKICK 4-Dr vehicles

1. The order for countermeasure parts (1,000 pcs) placed --- Consented
2. Implementation target in mid-July --- Consented
3. Please prepare the report in cooperation with KIRO.

TRANSLATION





6/28/96

TO : Mr. Bob Prevost

From : Tom Naritomi, General Manager, Overseas Service Department

RE : Tracker fuel tank

Urgent !

Our Parts Department still have not received any order from SPO. Please check with SPO when order will be placed. Your quick reply will be appreciated.

Thank you for your cooperation in advance.

*T. Naritomi*

CC: MR. JIM MAYES



★

ノ長殿 長野殿 谷A部殿

Jun 28. 9  
SCZ 鈴木

RE 96MY SIDEFICK 4DR 72-ZW A 70 1件

初案部品送付総数が 1500 pcs となっているが  
其中 10% は 100% 達成は出来ないと考えます。

訂正としては 残量  $884 \times 2 - 1500 = 268 \text{ pcs.}$   
不足分として考えます。供給可能とすか  
御回答願います。

f300 様. OK 20g  
以上

☆

1/1

To: NO-CHO, Mr. Nagano, Mr. Taniwaki

From: Suzuki/SCI on Jun. 28, 1996

RE: Fuel tank of 96MY SIDEKICK 4-Dr vehicles

We were informed that the total number of countermeasure parts to be shipped is 1,500 pcs but we suppose that this recall be implemented by 100%.

For this reason, we would like to order 268 pcs. for the rest.

$(884 \times 2 - 1,500 = 268)$

Would such supply be available? We are looking forward to your reply.

300 to be added      OK

TRANSLATION





1/1

To: 井口 A  
ATTN: MR. NAKAMURA

JUL / 1 / 96  
1日 長野

✳ 燃料タンク用対策部品注文の件。

貴FAX 6/28付拝受しました。

貴殿から、STEVE LOVE や BOB PREVOST への部品注文する  
様というメッセージ ありがとうございます。ごさいました。  
上記貴FAX に添付されていた、GM SPO MS. TWANA YOUNG  
から 弊社部品部 MR. S. SUZUKI 宛の FAX を オークと  
して、日本側で至急手配致しました。(37,000個)

以上。

追伸: 当対策部品の SHIPPING INFORMATION は、一両日中  
に御連絡致します。(Bob PREVOST から 貴殿に  
連絡して欲しい旨 本日 丸も受けましたの件)

1/1

To: KIRO A  
Attn: Mr. Nakamura  
From: Nagano/NOYO on Jul.1, 1996

☆ RE: Order of countermeasure parts for the fuel tank

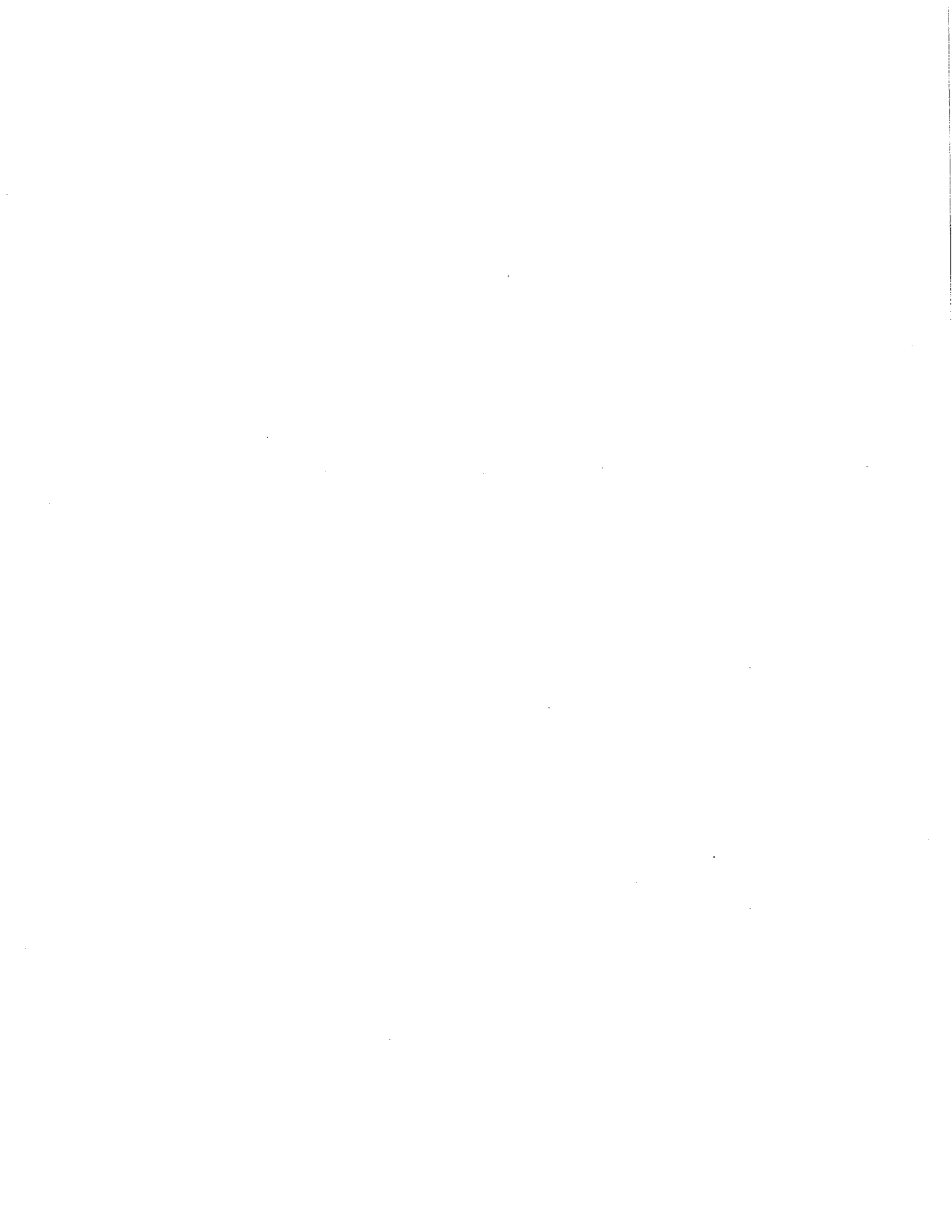
Thank you for the fax dated June 28.

Thank you for urging Steve Love and Bob Prevost to place orders for the parts.

We considered the fax from Ms. Twana Young of GM SPO addressed to Mr. S. Suzuki of our Spare Parts Div. which was attached to your fax as an order and made quick arrangements on our side (37,000 pcs.)

P.S. : We will provide the shipping information of the countermeasure parts in a couple of days. (Bob Prevost called us and wanted us to inform you.)

TRANSLATION



1/1

To: SCI  
ATTN: MR. Y. SUZUKI

JUL/1/96  
日谷 昭、長野

Re: 燃料ポンクがセットの件

貴Fax (6/28件) 拜受致しました。

1. 対策パーツの件.

貴殿からの追加発注の件ですが、他社や仕入先の状況で再検討しまして、下記の部品数をご用意致しました。 ← 湖西パーツセンター納入日。

7/3	1,500 pcs	
7/9	300 pcs	
<hr/>		
Total	1,800 pcs.	(対象の 100% + α 884台 16台分.)

貴殿のお考え通り 短い期間で高い実施率になると考えますので、発注下さるよう直しくお願ひ申し上げます。

上記数量で

To: SCI  
 Attn: Mr. Y. Suzuki  
 From: Taniwaki, Nagano/NOYO on Jul. 1, 1996

☆ RE: Fuel tank gusset

---

Thank you for the fax dated June 28.

1. Countermeasure parts

As for the additional order from you, we have reviewed various conditions of other companies and vendors and decided to prepare them as follows.      Date when parts will be delivered to KOSAI Parts Center

7/3	←	1,500 pcs.	
7/19		300 pcs.	
<hr/>			
Total		1,800 pcs.	[ for 884 vehicles + 16 vehicles ]
			100 %      + α

As you stated, the implementation rate will be supposedly high within a short period of time. Please place an order by quantities as listed above.

TRANSLATION



To: F0A  
ATTN: MR. NAKAMURA

JUL/2/96  
/3 長野/谷崎

✳ Jカー、燃料タンク用対策部品 a 件。

幣FAX ㊦付で御連絡致しました様に、BOB PREVOST  
の依頼により、貴殿に上記対策部品の SHIPPING  
INFORMATION を御連絡致します。

✳一便：7月3日の成田発ソカ行 FM-80 ㊦ 4,500個。

✳二便以降も追って御連絡致します。  
GMへ上記を御連絡して頂く様宜しくお願ひ  
申し上げます。

以上。

✳



To: KIRO A  
Attn: Mr. Nakamura  
From: Nagano, Taniwaki/NOYO on Jul. 2, 1996

☆ RE: Countermeasure parts for the fuel tank of J-car

According to Bob Prevost's request as described in our fax dated July 1, please find below the shipping information of the above countermeasure parts.

1<sup>st</sup> shipment: 4,500 pcs by Flight FM-80 leaving Narita on July 3 for  
Chicago

Please forward this information to GM.  
We will inform you of the shipping information of the 2<sup>nd</sup> shipment and after.

TRANSLATION



7/1 13日 再送

1/5

キ長殿、→ ノ長殿、ノヨ長野殿、谷脇殿、  
(ノヨ宛同時送信済み)

6.28.96 キロ 減額

1. 燃料タンクの件

GMは、本日、NHTSAに添え付けのノンコンプライアンスレポートを提出しました。早速、スズキのノンコンプライアンスレポートのドラフトを作成し、同じく添付しましたので、ご覧ください。

GMのレポートを受取ったNHTSAは、追っかけスズキも提出して来ると予想するでしょうから、来週、水曜日迄にスズキレポートを提出したいと考えております。

以上、宜しくお願ひします。

7/3 (水)

7/4 から 4連休のため

<完>

Resent to NOYO 7/1

1/5

To: KI-CHO → NOYO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO  
(Sent to NOYO at the same time)

From: Naruse/KIRO on Jun.28, 1996

1. RE: Fuel tank

Today, GM submitted the non-compliance report to NHTSA which is attached herewith. Also attached is a draft for the SUZUKI's non-compliance report which we have prepared. Please review it.

Now that NHTSA receives the report from GM, it will also expect one from SUZUKI. So, I think it is advisable to submit a report from SUZUKI by Wednesday next week.

Thank you for your consideration on this matter.

Jul.3 (Wed) due to 4 consecutive holidays from 7/4

TRANSLATION



cc: MN

2/5

NAO Design & Engineering Centers

June 28, 1996

Mr. Michael B. Brownlee  
 Associate Administrator for Safety Assurance  
 National Highway Traffic Safety Administration  
 400 Seventh Street, S.W.  
 Washington, D.C. 20590

Post-It™ brand fax transmittal memo 7671		# of pages = 2
To: Ken Bush	From: Steve Love	
Co.	Co.	
Dept.	Phone #	
Fax # (714) 996-9789	Fax # (810) 492-6842	

Dear Mr. Brownlee:

The following information is submitted pursuant to the requirements of 49 CFR 573.5 as it applies to a determination by General Motors of a noncompliance involving certain 1996 Geo Trackers.

573.5(c)(1): Chevrolet Motor Division of the General Motors Corporation.

573.5(c)(2)(3)(4): This information is shown on the attached sheet.

573.5(c)(5): General Motors has decided that certain 1996 Geo Tracker (4-Door Models Only) vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

573.5(c)(6): General Motors was contacted by NHTSA in May of 1996 when a Tracker tested by the agency did not pass MVSS 301. An investigation was initiated to determine the cause and extent of the condition.

573.5(c)(8): This information is set forth in the dealer bulletin.

573.5(c)(9): Draft copies of the owner notification letter and dealer bulletin are attached. GM plans to begin mailing these notifications in July 1996. The final letter and bulletin will be forwarded when they are available.

Very truly yours,

E. E. Conner  
 Director  
 Product Investigations

1738  
attachments

Product Investigations • REB 1-6 Rm. 304 •  
 General Motors Corporation • 30500 Mound Road • Box 9065 • Warren, MI 48090-9065  
 (810) 296-8029 • FAX: (810) 247-2318

JUN 28 '96 10:08

810 947 2318 PAGE.002

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

S 212142

3/5

EA12-005  
 PRODUCED BY SUZUKI MOTOR CORPORATION

573-519X21(3)(4)

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR  
 PLUS INCLUSIVE DATES OF MANUFACTURE

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM TO)	DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. WAGONNATION
GEO	J Trk	1996	18,121	08/95 06/96	Tractor	Unknown

\* All affected vehicles will be corrected.

1738

JUN 28 '96 10:09

810 947 2318 PAGE.003

\*\* TOTAL PAGE.002 \*\*

S 212143



AMERICAN SUZUKI MOTOR CORPORATION

June 28, 1996

Mr. Michael B. Brownlee  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Mr. Brownlee:

The following information is submitted in accordance with the noncompliance reporting regulations in Title 49 of the Code of Federal Regulations, Part 573.

1. Name of Manufacturer and Importers

Manufacturer: CAMI Automotive, Inc.

Importer: American Suzuki Motor Corporation

2. Identification of Vehicles Potentially Involved

1996 model year 4-door Suzuki Sidekick vehicles produced by CAMI Automotive, Inc. from August, 1995 through June, 1996.

3. Total Number of Vehicles Potentially Involved

4,325 ok

4. Percentage of Vehicles Estimated to Contain the Noncompliance

Unknown

5. Description of Noncompliance

American Suzuki Motor Corporation has decided that certain 1996 model year 4-door Suzuki Sidekick vehicles fail to conform to Federal Motor Vehicle Safety Standard No. 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

41

6. Chronology of Principal Events

General Motors was contacted in May, 1996 when a Geo Tracker tested by NHTSA failed to meet the requirements of FMVSS 301. An investigation was initiated.

7. Description of Corrective Action

This information is provided in the attached dealer bulletins.

8. Schedule

Dealer Bulletins have already been mailed. Owner notification letters will be mailed in July, 1996.

9. Copy of Notices

Enclosed are copies of the Technical Service Bulletin, Campaign Bulletin, and draft owner notification letter for this campaign.

10. Suzuki Campaign Number

S1

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

Kenneth M. Bush  
Regulations Manager  
Government Relations Department

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION





コピー配布済



キ長殿、→ ノ長殿、ノヨ長野殿、谷脇殿

7.2.96 キロ ~~入~~ 頼

1. 燃料タンクの件

貴7/2付けPAX. 拝受しました。

NHTSAに提出したノンコンプライアンスレポートを、添え付けました。

7/2 付

SCIにもコピーを送って、準備に掛かってもらいました。  
) 済しました。

以上、宜しくお願いします。

<完>

Narutomi  
Jul. 3, 1996

Copy already distributed

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO  
From: Naruse/KIRO on Jul. 2, 1996

1. RE: Fuel tank

Thank you for the fax dated Jul.2.

I attached a copy of the non-compliance report that was submitted to  
NHTSA.

Dated Jul.2

We also sent one to SCI asking to start preparation.

Acknowledged.

TRANSLATION



AMERICAN SUZUKI MOTOR CORPORATION

2/3

July 2, 1996

Mr. Michael B. Brownlee  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Mr. Brownlee:

The following information is submitted in accordance with the noncompliance reporting regulations in Title 49 of the Code of Federal Regulations, Part 573.

1. Name of Manufacturer and Importers

Manufacturer: CAMI Automotive, Inc.

Importer: American Suzuki Motor Corporation

2. Identification of Vehicles Potentially Involved

1996 model year 4-door Suzuki Sidekick vehicles produced by CAMI Automotive, Inc. from August 1995 through June 1996.

3. Total Number of Vehicles Potentially Involved

4,325

4. Percentage of Vehicles Estimated to Contain the Noncompliance

Unknown

5. Description of Noncompliance

American Suzuki Motor Corporation has decided that certain 1996 model year 4-door Suzuki Sidekick vehicles fail to conform to Federal Motor Vehicle Safety Standard No. 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

6. Chronology of Principal Events

General Motors was contacted by NHTSA in May of 1996 when a Geo Tracker tested by NHTSA did not pass FMVSS 301. An investigation was initiated to determine the cause and extent of the condition.

OK

7. Description of Corrective Action

This information is provided in the attached dealer bulletins.

8. Schedule

Dealer Bulletins have already been mailed. Owner notification letters will be mailed in July 1996.

9. Copy of Notices

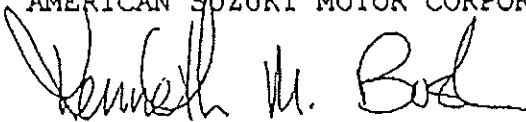
Enclosed are copies of the Technical Service Bulletin, Campaign Bulletin, and draft owner notification letter for this campaign.

10. Suzuki Campaign Number

S1

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION



Kenneth M. Bush  
Regulations Manager  
Government Relations Department



V1

To: 井口 A  
ATTN: MR. NAKAMURA

JUL / 3 / 96  
/ 三 長野 后 脇

\* Jカー、燃料タンクの件。(貴FAX 7/2 付拝受しました)

BOB PREVOST の留守電に SHIPPING ADVISE を連絡して  
頂いたことありがとうございます。

貴殿 御指摘 の SHIPPING ADVISE (INVOICE NO., 最終  
到着地 までの FLIGHT NO., ETA 等) は、勿論 弊社  
部品部 から GM SPO に連絡 されて おります。

通常通り

貴殿 へは、スチューブのみの連絡です。

以上。

1/1

To: KIRO A  
Attn: Mr. Nakamura  
From: Nagano, Taniwaki/NOYO on Jul.3, 1996

☆ RE: Fuel tank of J-car (Thank you for the fax dated Jul. 2.)

Thank you for leaving the shipping advise on Bob Prevost's recording phone. Of course, the shipping advice (including the invoice No., flight No. as far as the final destination, ETA, etc.) has been provided to GM SPO through our Spare Parts Div. as usual.

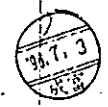
Only the schedule is informed to you.

TRANSLATION





1長殿 長野殿 谷脇殿



July 3, 94  
SCI 鈴木

渡部

1. 96MY CAMI製 SIDEKICK 4DR Fuel tank α94  
標記α件は奥形 TC宛レターボックスに作成しました。  
千正へ願ひます

尚千正へ結果は明日迄に御連絡下さい。 OKです  
by 渡部

添付資料 ... 2枚

以上

Narutomi  
Jul. 3, 1996

To: NO-CHO, Mr. Nagano, Mr. Taniwaki  
From: Suzuki, Watabe/SCI on Jul. 3, 1996

1. Fuel tank of 96MY SIDEKICK 4-DR vehicles produced at CAMI  
The draft of the letter to TC concerning the above subject has been completed. Please check it and let us know the check result by tomorrow.

OK by NO-CHO

Attachment --- 2 pages

TRANSLATION



~~Draft~~

OK

July 4, 1996

Transport Canada  
Canada Building  
344 Slater St.  
Ottawa, Ontario  
K1A 0N5

Attention: The Honourable David Anderson; Minister of Transport

Dear Mr. Anderson:

As required under Section 10(1) of the Canada Motor Vehicle Safety Act assented to May 6, 1993 we provide the following information and notice relating to a determination of non compliance.

Name of Manufacturer:

CAMI Automotive Inc.

Identification of Vehicles Potentially Involved:

1996 model year 4-door Suzuki Sidekick vehicles produced by CAMI Automotive Inc., from the period of August 1995 through June 1996.

Total number of vehicles potentially involved:

884

Description of Non Compliance:

Suzuki Canada Inc. has decided that certain 1996 model year 4-door Suzuki Sidekick vehicles fail to conform to Canada Motor Vehicle Safety Standard (CMVSS) No. 301 " Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

...2

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

Narutomi  
Jul. 3, 1996

2/3

~~Draft~~

OK

July 4, 1996

Transport Canada  
Canada Building  
344 Slater St.  
Ottawa, Ontario  
K1A 0N5

Attention: The Honourable David Anderson; Minister of Transport

Dear Mr. Anderson:

As required under Section 10(1) of the Canada Motor Vehicle Safety Act assented to May 6, 1993 we provide the following information and notice relating to a determination of non compliance.

Name of Manufacturer:

CAMI Automotive Inc.

Identification of Vehicles Potentially Involved:

1996 model year 4-door Suzuki Sidekick vehicles produced by CAMI Automotive Inc., from the period of August 1995 through June 1996.

Total number of vehicles potentially involved:

884

Description of Non Compliance:

Suzuki Canada Inc. has decided that certain 1996 model year 4-door Suzuki Sidekick vehicles fail to conform to Canada Motor Vehicle Safety Standard (CMVSS) No. 301 " Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

...2

TRANSLATION

S 212155

Chronology of Principal Events:

General Motors (U.S.) was contacted by the U.S. National Highway Traffic Safety Administration (NHTSA) in May of this year when a 1996 GEO Tracker tested by NHTSA did not pass FMVSS 301. An investigation was initiated to determine the cause and extent of the condition.

Description of Corrective Action:

Affected vehicles will be modified by the addition of 2 fuel tank flange attachment reinforcements (gussets). Additional modification details are available in the Dealer Service Bulletin which will be forwarded to Transport Canada once complete.

Schedule:

Parts will be available in quantity July 11.  
Dealer materials are scheduled for mailing on July 12.  
Customer notification by first class mail will take place the week of July 15.

Copy of Notices:

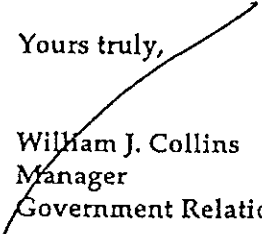
Copies of the Service Bulletin, Dealer letter and Customer letter will be forwarded as soon as they are finalized.

Suzuki Campaign Number:

Special # 18 (S1)

We trust that the actions described above meet with your approval.

Yours truly,

  
William J. Collins  
Manager  
Government Relations/Technical Legal Affairs



1/1

To: SCI  
ATTN: MR. Y. SUZUKI

JUL / 4 / 96  
1日長野

\* '96. SHDEKICK 4DP 72-ILタンク a 1件。

1. 貴FAX 7/3付 TC宛の9-aドラフト拜受しました。

内容は全てOKです。御考案様でした。  
(1長72の済み)

2. 対策112の1件

納入日程が若干早まりました。最終の300pcs.の  
SMC納入日は7/15となりましたので御連絡致します。

以上



1/1

To: SCI  
Attn: Mr. Y. Suzuki  
From: Nagano/NOYO on Jul. 4, 1996

☆ RE: fuel tank of '96 SIDEKICK 4-Dr vehicles

1. Thank you for the draft of the letter to TC sent by fax dated Jul.3.  
The contents are all OK. Thank you for the hard work.  
(Checked by NO-CHO)
2. Countermeasure parts  
The delivery schedule has been advanced a little. The delivery date of the final batch of 300 pcs. (to SMC) is now scheduled on July 15.

TRANSLATION



1/1

To: ASMC 様  
ATTN: MR. NARUSE

JUL/5/96  
長野 谷崎

燃料ターンの件。(貴FAX 7/3 付拝受。)

1. ホーラーの件。

印刷段階とのこと了解しました。

2. R.L. ホーラーのカスタム情報件。

ASMCのウェブサイト登録情報とホーラー情報を見比べ

2. 重複しないカスタム情報を使うこと  
了解しました。

以上。

谷崎



1/1

To: ASMC KIRO  
Attn: Mr. Naruse  
From: Nagano, Taniwaki/NOYO on Jul. 5, 1996

☆ RE: Fuel tank (Thank you for the fax dated July 3.)

1. Owner letters

We have acknowledged that they are now in the process of printing.

2. R. L. Pork's customer information

We have acknowledged that you would use the customer information that does not overlap between the warranty registered information and the Pork information when they are compared to each other.

TRANSLATION



キ長殿、ノ長殿、ノヨ長野殿、谷邸殿、



7.3.96 キロ 成津

1. 燃料タンクの件

1) NHTSAからの電話の件

NHTSAから、

\*GMから例のFMVSS301に不適合となった車両に関してのノンコンプライアンスレポートを受け取ったが、同じ車両を出しているスズキからは何も報告を受けていない。どうなっているのか？

と聞かれました。既に、昨日、NHTSA宛にレポートを提出して有るので、近日中に届く旨を説明したら、納得してくれました。

向こうからコンタクトして来るとは思っていませんでしたので、少し、驚いたのですが、GMに遅れることなく対処しておいて良かったと思っています。

2) 部品の準備状況の件

ASMCサービス福田係長殿から連絡されているかも知れませんが、部品は順調に納入され、本日配送分を含めると、ASMCのディーラー在庫車両とポート在庫車両分は準備出来た事になります。

3) オーナーレターの件

オーナーレターに就いても、NHTSAが内容を承認しましたので、印刷の段階となりました。

4) R. L. ポークの顧客情報の件

6/24に購入依頼をしたので、入手にあと一週間位掛かるとは思いますが、ポークからの情報では、対象車両の内、650台位の車両が登録されていると言う事です。一方、ASMCの持つワランティ登録情報からは、1000台位の登録が済んでいるので、今、販売している顧客情報を得ようとした場合には、ポーク情報だけでは不十分である事が分かります。

\*従って、ASMCのワランティ登録情報とポーク情報を見比べて、互いに重複しない顧客情報を使う事になると思います。

3/14

以上、報告します。

Tks.

<完>

Copy already distributed

Narutomi  
Jul. 5, 1996

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Jul. 3, 1996

1. RE: Fuel tank

- 1) Phone call from NHTSA  
NHTSA called and said,

\* They had received a non-compliance report concerning those vehicles which failed to comply with FMVSS301 from GM but not from SUZUKI that had been producing the same vehicles and they wanted to have information on that matter.

I explained that we had sent the report to NHTSA the day before and they should receive in within a few days and the person on the phone understood our situation

I was a little surprised because I hadn't expected a contact from their side but I was relieved that we had taken an action without delay as compared with GM.

- 2) Preparation of parts

Mr. Fukuda, Assistant manager of ASMC Service may have informed you but the parts have been supplied without delay and now enough parts have been prepared (with the parts delivered today included) for the vehicles in stock at ASMC's dealers and those in the port.

- 3) Owner letters

Since NHTSA approved the content of the owner letter, printing will be started.

- 4) R. L. Pork's customer information

As we requested purchase on June 24, it will supposedly take another week before we get it. According to Pork, approximately 650 vehicles among the applicable vehicles have been registered. On the other hand, according to the warranty registration information owned by ASMC, approximately 1,000 vehicles have been registered. From this, we can say that if we try to get information on customers to whom vehicles have been sold, the Pork's information alone is not sufficient.

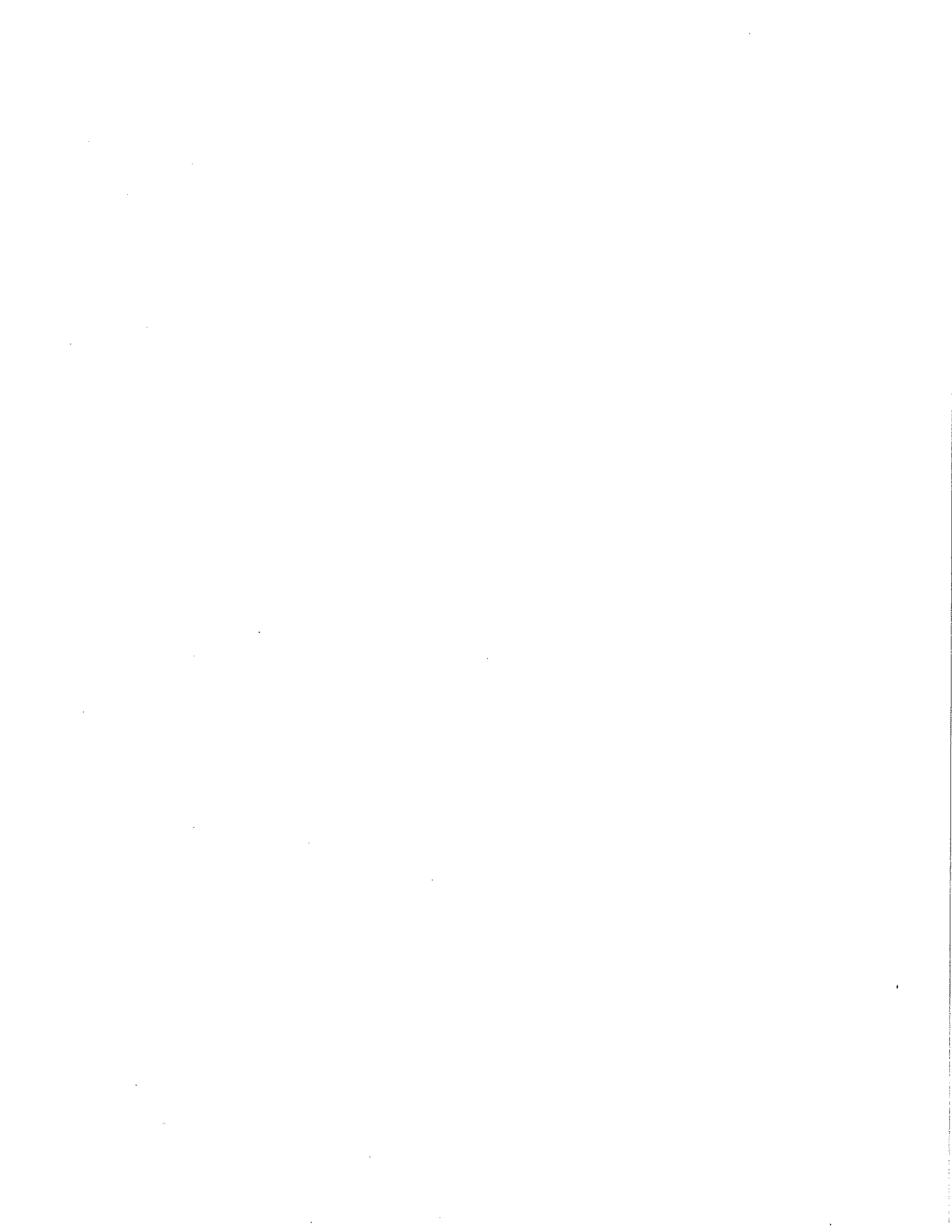
\* Therefore, I assume that we should use the customer information that does not overlap between the ASMC's warranty registration information and the Pork's information when they are compared to each other.

Acknowledged.  
Thanks

TRANSLATION

S 212162





To: ASMC  
ATTN: MR. FUKUDA

JUL 18 / '86  
白谷陽

☆ Re: 燃料タンクガセットの件

---

いつもお世話になっております。

題記の件ご いろいろ 詳しい 申しわけ ありませんが

インコンプライアンスレポート	✓
ファンポンブリテン	✓
テクニカルカーボスブリテン	✓
オートライター	✓

等。

外部へ だされた 書類等を 当分のも メール 下さいます。  
よう お願い 申し上げます。

以上

To: SCI  
Attn: Mr. Y. Suzuki  
From: Taniwaki/NOYO on Jul. 8, 1996

☆ RE: Fuel tank gusset

---

Thank you for your usual cooperation.

We are sorry for causing you a trouble while you are so busy, but please mail the copies of such documents as listed below that you issued outside to us as well.

Non-compliance report	✓
Campaign bulletin	✓
Technical service bulletin	✓
Owner letter, etc.	✓

TRANSLATION



★

ノ長殿, 長野殿, 谷脇殿



July/8/96 1/1

ASMC 橋岡

RE: 燃料タンクガセットの件

キャンペーンブリテン, テクニカルブリテンは既に<sup>当館へ</sup>メール致しました。  
オーナーレターは、まだ完成(印刷)していませんので、完成しましたら、  
ノンコンプライアンスレポートと一緒に送付する様に致します。

又、対策パーツの納入日程が早まったとの情報ありがとうございます。

以上

Narutomi  
Jul. 9, 1996

1/1

☆

To: NO-CHO, Mr. Nagano, Mr. Taniwaki  
From: Fukuda/ASMC on Jul. 8, 1996

1. RE: Fuel tank gusset

We have already mailed Campaign Bulletin and Technical Bulletin.  
The owner letter has not been completed (printed) yet. When it comes  
out, we will mail it together with the non-compliance report.

Thank you for the information that the delivery schedule of the  
countermeasure parts has been advanced.

TRANSLATION

1/1

To: SCI  
ATTN: MR. Y. SUZUKI

JUL 19 '96  
日/時/分

★ Re: 燃料タンクガセットの件

貴Fax (7/8付) 拜受致しました。

当件の進捗状況を御教授下さい。

当方理解では

{	テ-ラ-タ-	7/12 発送
	" グリッ	"
	オ-ト-タ-	7/15 発送

と考えておりましたが...

また TC の タ- の提出は 110 行われましたでしょうか。

以上

あ

To: SCI  
Attn: Mr. Y. Suzuki  
From: Taniwaki/NOYO on Jul. 9, 1996

☆ RE: Fuel tank gusset

---

Thank you for the fax dated July 8.  
Please let us know the progress of this matter.

Our understanding is as follows.

- ⎓ Dealer letter to be mailed on July 12
- ⎓ Dealer bulletin to be mailed on July 12
- ⎓ Owner letter to be mailed on July 15

When did you submit a letter to TC?

**TRANSLATION**





1/1

To: FDA  
ATTN: MR. NAKAMURA

JUL 19 '96  
13/谷崎

✶ Re: 燃料タンクがセットの件。

いつもお世話に存しております。

Bob Prevost の依頼 2 点、2 燃料タンクがセットの  
SHIPPING INFORMATION を御連絡致します。

第一便 7月6日 成田 → シカゴ FM-80  
Air-waybill NO. AEI-2358930  
9000 pcs.

第三便 7月9日 成田 → シカゴ FM-80  
Air-waybill NO. AEI-2358934  
6000 pcs.

GM の上記を御連絡に頂く様宜しくお願ひ申し上げます。

以上

⇒ 追伸 ⇒

先日御依頼のあった ホスター 4 ヶ月 レンダリングカレンダーを  
貴方へ送付致しましたが御手元に届きましたか  
でしょうか。また どのような物か宜しかったらお知らせください。

1/1

To: KIRO A  
Attn: Mr. Nakamura  
From: Taniwaki/NOYO on Jul. 9, 1996

☆ RE: Fuel tank gusset

---

Thank you for your usual cooperation.

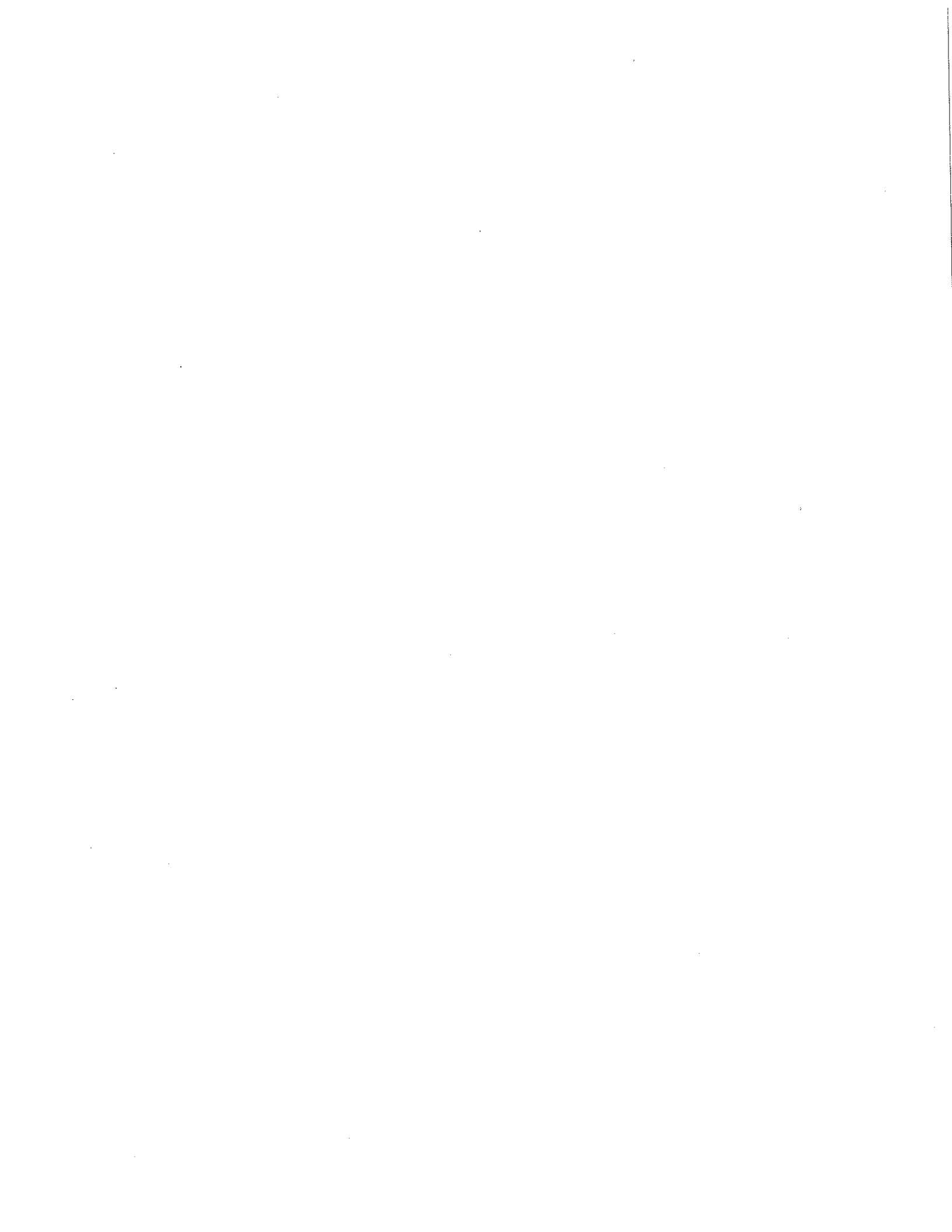
Described below is shipping information of the fuel tank gusset according to request from Bob Prevost.

2<sup>nd</sup> shipment    Narita -> Chicago by FM-80 on July 6  
                    Air-waybill No. AEI-2358930  9,000 pcs.  
3<sup>rd</sup> shipment    Narita -> Chicago by FM-80 on July 9  
                    Air-waybill No. AEI-2358934  6,000 pcs.

Also, please forward the above information to GM.

P.S. I sent a poster and a racing car calendar to you the other day in response to your request. I hope you have received them and they have met your expectation.

TRANSLATION





AMERICAN SUZUKI MOTOR CORPORATION  
TECHNICAL CENTER

1012 Pontiac Trail  
Ann Arbor, Michigan 48105  
(313) 747-9840  
Fax: (313) 747-9844

FAX NO. NOY060709A	TO: 1日 長野, 谷脇 殿	FROM: 中村
DATE:		
REGARDING: 燃料の対策部品 shipping の件		PAGE 1 OF 1

標記の件に関する FAX 依頼に付、一応 Mr. BOB PREVOST  
の留守電話に情報を入力してみました。GM は 7/15 (A) 日 事務  
再開 以降か 現在 OFFICE に 誰か 居る 様子 じゃ。  
いい

以上



AMERICAN SUZUKI MOTOR CORPORATION  
TECHNICAL CENTER

1012 Pontiac Trail  
Ann Arbor, Michigan 48105  
(313) 747-9840  
Fax: (313) 747-9844

FAX NO. <i>NOYO 60709A</i>	TO: <i>99</i> Mr. Nagano, Mr. Taniwaki/NOYO	FROM: Nakamura
DATE:		
REGARDING: Shipping of countermeasure parts for the fuel tank		PAGE <u>1</u> OF <u>1</u>

As requested in your fax on the above subject, I left a message in Mr. Bob Prevost's recording phone. They will be back to work on July 15 (Mon.) at GM but right now there seems to be no one in the office.

TRANSLATION



1/1

To: SCI  
ATTN: MR. Y. SUZUKI

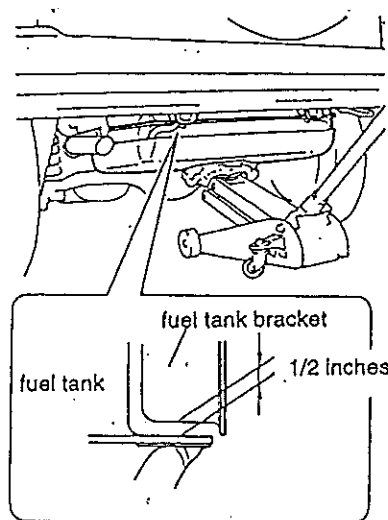
JUL/11/'96  
山谷路, 長野

☆ Re: 燃料タンクカセットの件

貴Fax (7/10件) 拝受致しました。

1. VINレコジの件  
了解致しました。

2. INSTALLATION PROCEDURE の件 (1/2インチの理由)



ブラケットと燃料タンクフランジ間にガセットがはまる方法  
分だけ、燃料タンクを下に  
落としたからため、1/2インチ  
となりました。(パッキンによ  
り、それ以下でもハマります  
が)  
前倒のボルトはFIXしたままです。2  
タンクガード、タンクの変形を防ぐ  
ため、方法指示を細かく行  
っています。  
前部

3. ディーラー B27ブリテン英文再検討の件  
(英語)

"Owners of record" は、やはり意味がよくわからないので、  
記録の所有者!?

御手紙ですが、英語の再検討をお願い申し上げます。

以上。

S 212173



To: SCI  
Attn: Mr. Y. Suzuki  
From: Taniwaki, Nagano/NOYO on Jul. 11, 1996

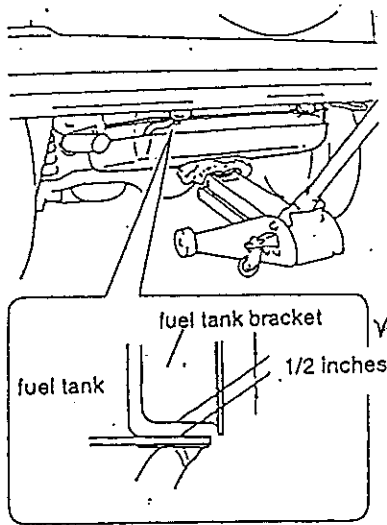
☆ RE: Fuel tank gusset

Thank you for the fax dated July 10.

1. VIN range

We have acknowledged it.

2. Installation procedure (reason for 1/2 inch)



A 1/2 inch clearance has resulted as it was desired to lower the fuel tank only by the dimension for the gusset to fit between the bracket and the fuel tank flange (although the gusset will fit even if the clearance is smaller depending on variation).

As the bolt in front is fixed, specific instructions are given for dimensions to prevent the tank guard and the tank from being deformed.

the front part of

3. Recheck of the English of the dealer letter and bulletin

What is meant by "Owners of record"?

Owners of record!?

We are sorry for causing you a trouble but please have English rechecked.

TRANSLATION



1長殿 長野殿 谷脇殿



1/1  
Jul. 11 96  
SCI 鈴木

☆ 燃料タンクガゼット

✓ INSTALLATION PROCEDURE の件  
御教授ありがとうございます。

7/ ティー-5-13 - 2.0i フォーリン の件

Owners of record at SCI は Owners on record at SCI  
と同じ意味です。

前者は後者より形式は、た表記という事ですが  
当方としてはとくに問題はありませんが。

以上

Narutomi  
Jul. 15, 1996

1/1

To: NO-CHO, Mr. Nagano, Mr. Taniwaki

From: Suzuki/SCI on Jul. 11, 1996

☆ Fuel tank gusset

1. Installation Procedure

Thank you for the information.

2. Dealer letter and bulletin

"Owners of record at SCI" means the same as "Owners on record at SCI".

Probably the former is more formal than the latter.

Either one will do with us.

TRANSLATION





ノ長, 長野殿, 谷脇殿



July/19/96

1/1

ASMC 福岡

RE: 燃料タンクガセットの件

RLホークのデータの遅れ及びベンダーのミス等により、遅れて  
いました オナーレターを本日発送しましたので報告致します。  
今までの日程をまとめますと以下の様になります。

- 6/28     ディーラーへブリテン発送
- 7/1         ディーラーへパーツ発送 (2,000個納入分)
- 7/3         ディーラーへパーツ発送 (4,000個納入分より1,300個)
- 7/8         ポートへパーツ発送 (7/3及び2,000個納入分より)
- 7/15        RLホークデータ入手
- 7/19       オナーレター発送

以上

☆

Narutomi  
Jul. 22, 1996

1/1

To: NO-CHO, Mr. Nagano, Mr. Taniwaki  
From: Fukuda/ASMC on Jul. 19, 1996

1. RE: Fuel tank gusset

Preparation of the owner letters had been delayed to R.L. Pork's delay in providing the data and errors on the vendor's side but we are pleased to inform you that they were sent out today. Listed below are chronological transactions up to now.

6/28      Bulletins sent to dealers  
7/1        Parts sent to dealers (2,000 pcs batch delivered)  
7/3        Parts sent to dealers (1,300 pcs out of 4,000 pcs batch delivered)  
7/8        Parts delivered to ports (from 7/3 and 2,000 pcs batches delivered)  
7/15      Data obtained from R.L. Pork  
7/19      Owner letters sent

TRANSLATION





長殿 長野殿 谷脇殿

July. 25. 96

SC2 鈴木

1. 燃料タンクがセットの件

SC2a allocation Data による DLR へ 対象台数 100% の  
 対象部品を送付しました。FRが sidekick 4DR を  
 販売している DLR が 2 社あり、このユーザーが車両を持  
 行した際に、急ぎで SC2 より平持の 11-7 を送付し対応しました。  
 今後同様の事が発生 可能な限り 対応いたします。  
 取付 100 pcs となります。可能であれば、  
 御教授下さい。

下付 2 台 11-7 送付済み

100 追加注文  
 個

以上

To: NO-CHO, Mr. Nagano, Mr. Taniwaki

From: Suzuki/SCI on Jul. 25, 1996

1. RE: Fuel tank gusset

We sent the countermeasure parts to the dealers by 100% of the number of applicable vehicles based on the SCZa allocation data. However, what happened was that the users brought in their vehicles to the dealers who had not sold Sidekick 4-Dr vehicles and we had to send the parts in SCI's stock quickly to such dealers. Since this may occur again, we would like to order 100 more parts. Please let us know if it would be possible.

Contact already made to Mr. Shibata/TEKI.

Additional order for 100 pcs.

TRANSLATION



17-7-12 1/1

July 126/96

SCI 鈴木  
渡部

ノ長殿 長野殿 谷脚殿

✓ X-90 Roof Glass lock device a件  
単品設定 取りかえの ございまして。

✓ CAMI製 SIDEKICK 4DR TANK GUSSET a件  
本日 当部品 部1 = 100 pcs 注文する 様 依頼 しました。  
就 主 目 には 13 から 仕入 先 へ 連絡 願 います。  
注文が 取り 首

了解 しました。

不申 之 由 也。 (連) 又 三 7/29  
以上

1/1

To: NO-CHO, Mr. Nagano, Mr. Taniwaki  
From: Suzuki, Watabe/SCI on Jul. 26, 1996

1. RE: Me-90 Roof Glass Lock device

Thank you for setting an independent part No. for it.

2. RE: Tank gusset for Sidekick 4-Dr produced at CAMI  
We asked our Spare Parts Div. to place an order for 100 pcs. today. So,  
we request NOYO to advise the supplier that there will be an order.

Understood.

Already informed to Mr. Shibata/ TEKI. 7/29

TRANSLATION





コピー配布済

キ長殿、→ ノ長殿、ノヨ長野殿、谷脇殿、  
→ ヒ長殿、ヒニ長殿、上田課長代理殿、

8.1.96 キロ 成瀬

- 1. 燃料タンクの「プリベンティブアクションレター」の件  
GMのプリボーストさんから、FAX. で依頼が有りましたが、  
\* 96MYサイドキックの燃料タンク問題に関するプリベンティブアクションレターの提出を要求されました。

以上、宜しくお願ひします。

<完>

Narutomi  
Aug. 3, 1996

Copy already distributed

To: ~~KI-CHO~~ → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO  
HI-CHO, HINI-CHO, Mr. Ueda/Deputy staff manager  
From: Naruse/KIRO on Aug. 1, 1996

1. RE: Preventative action letter of the fuel tank

Mr. Prevost of GM sent us a fax asking to submit  
\* a preventative action letter on the issue related to the fuel tank of  
the 96MY Sidekick.

Thank you for your consideration on this matter in advance.

TRANSLATION





1/2

To: ASMC 様  
ATTN: MR. NARUSE

AUG/3/96  
/三長野

✳ 燃料タンク、ポリベンタテイクアクションレター 2 封。  
(貴FAX 8/1 封)

添付 P. 2/2 の様に作成しました。この内容で  
よいか GM アリホースト氏へ御確認して頂く様  
お願い致します。

以上。

1/2

To: ASMC/KIRO  
Attn: Mr. Naruse  
From: Nagano/NOYO on Aug. 3, 1996

☆ Preventative action letter for the fuel tank (in the fax dated Aug.1)

We prepared the letter as attached (p.2/2). Please ask Mr. Prevost of GM to check its content.

TRANSLATION

2/2

ATTN: MR. NARUSE



SUZUKI MOTOR CORPORATION  
300 TAKATSUKA, HAMAMATSU, JAPAN

TELEX 4225571SUZUKI J  
FAX 81-53-445-0040  
CABLE ADDRESS  
\*SUZUKI HAMAMATSU\*

~~June 25~~ 1996

Your ref. \_\_\_\_\_

Our ref. \_\_\_\_\_

Mr. J. C. Perkins,  
V.P.-General Manager  
Chevrolet Motor Division, Central Office,  
30007 Van Dyke Avenue, Room 105-02,  
Warren, Michigan 48090

Re : 1996 4-door Geo Tracker Fuel Tank

Dear Mr. Perkins,

I regret to inform you of a product problem involving the Geo Tracker. The problem relates to noncompliance to FMVSS 301 requirement, and all 1996 4-door Trackers produced before June 25 1996 are affected.

A report of the problem, cause and corrective action is summarized as follows.

Problem Description:

A compliance test conducted by NHTSA revealed that 1996 4-door Tracker does not comply with the requirement of FMVSS 301 (fuel leakage). This noncompliance was caused by combination of 1) inappropriate location of spot welding on the fuel tank gusset, 2) inappropriate positioning of the fuel tank gusset, and 3) redesigned fuel tank bracket for 1996 MY vehicles.

Countermeasures :

Locations of spot welding and positioning of parts will be specified in the design drawings.

Corrective Action:

- 1) Modified gussets with flange for the 4-door Tracker have been installed on the production vehicles since June ~~25~~ 21 1996 at CAMI.
- 2) Regarding field fix, modified gussets with flange will be added between fuel tank bracket and fuel tank.

Suzuki regrets this unfortunate error and your kind understanding and cooperation to correct the error in the market would greatly be appreciated.

Sincerely,

Y. Shibata,  
Director & Deputy Executive General Manager,  
Engineering Division

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

S 212187





# Service Bulletin

NUMBER : SC-10

PAGE : 1 of 4

**SUBJECT:** Safety Recall Campaign Notice No. S1  
Fuel Tank Gusset

**MODEL:** Certain 1996 CAMI Produced 1.6L 4-Door Sidekick  
2WD and 4WD

American Suzuki Motor Corporation (ASMC) has decided that certain 1996 1.6L Suzuki 4-Door vehicles fail to conform to Federal Motor Vehicle Standard (FMVSS) 301, "Fuel System Integrity".

The fuel tank on these affected vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

To preclude the possibility of this occurring, ASMC is requiring installation of two (2) new gussets between the fuel tank flange and bracket to prevent the reinforcement from puncturing the fuel tank wall.

## 1. Affected Vehicles

1996 4-Door 1.6L Sidekick vehicles with VIN between the following numbers:

2WD 2S3TE02V\_T6400598 - 2S3TE02V\_T6410373

4WD 2S3TD03V\_T6400612 - 2S3TD03V\_T6410374

## 2. Owner Notification

Suzuki owners will be notified in the near future by mail of this important Safety Recall. Please refer to attached owner notification letter ATTACHMENT A.

## 3. Dealer Safety Recall Campaign Responsibility

Dealers are to perform this Safety Recall on all affected vehicles upon customer request regardless of vehicle age, mileage or date of visit.

All affected in-dealer stock inventory subject to this Safety Recall Campaign must be completed prior to retail sale or lease of the affected vehicle.

If an affected vehicle is currently in your Service Department or is brought in for other service, use this opportunity to perform this Safety Recall. Be certain to inform the customer of this Safety Recall.

Issued 06/28/96



# Service Bulletin

NUMBER : SC-10  
PAGE : 1 of 4

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Fuel Tank Gusset

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The fuel tank on these affected vehicles may become punctured by a fuel tank flange <sup>Safety</sup> ~~attachment~~ <sup>Deleted</sup> reinforcement (gusset) during certain types of rear end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

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**TRANSLATION**

Issued 06/28/96

This Safety Recall may have been previously performed at the port or by another dealer. Refer to Sidekick Technical Bulletin TS 1-10 06286 for component identification and installation instructions.

Note: No owner follow-up lists will be provided to Suzuki Dealers.

#### 4. Parts Information

To facilitate this repair and to ensure customer satisfaction, dealers will be provided an initial supply of parts. These parts will be shipped to your dealer and billed to your open parts account. Quantities will be determined by vehicles in dealer stock and units in operation in your geographical location. ASMC is also providing a VIN number listing of vehicles in dealer stock which require this fuel tank Safety Recall.

Additional parts should be ordered as needed to cover all affected vehicles. Normal parts ordering Policies and Procedures apply.

Please ensure that the Safety Recall parts are available in your Parts Department to meet demand at your location.

Part number and description are as follows:

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>Dealer Net</u>
89125-66A00	Gusset, fuel tank no. 1	2 Per Vehicle	\$1.75 ea.

Note: Dealer Net Price is subject to change.

#### 5. Labor Time

Campaign Code : S1  
Operation Code : DH9999

A) Replace Gussets : Labor Time 0.3 hrs. per vehicle

B) Unspecified Variations : To be determined by the Suzuki Flat Rate Manual or the Suzuki District Service and Parts Manager.

Issued : 06/28/96



6. SCAT Claim Procedures  
A) SCAT On Line

Function 48  
Subfunction 3  
Campaign SubFunction 1 : Fuel tank gussets replaced.  
2 : Unspecified variation if additional repairs are required  
with DSPM authorization.  
Campaign Number S1  
Variation Code JB : Fuel tank gussets replaced.  
JK : Unspecified variation if additional repairs are required  
with DSPM authorization.

B) SCAT Plus

1. Fuel tank gussets replaced.

Claim Type 31 (Campaign Claim - without special procedures)  
Campaign Number S1  
Variation Code JB

2. If additional repairs are required with DSPM authorization.

Claim Type 32 (Campaign Claim - with special procedures)  
Campaign Number S1  
Variation Code JK

7. Special Procedures

If a vehicle owner is in a remote area (over 100 miles from an authorized Suzuki dealer) contacts your dealership for assistance, you may for the purposes of customer satisfaction, provide them with the ASMC Customer Relations toll-free number (800) 934-0934. If justified, ASMC will ship directly to the customer the Safety Recall parts and the instructions. The customer will be instructed to submit the receipt for actual reasonable labor, of an independent repair facility, to either the dealer or directly to ASMC for reimbursement. If the customer chooses to submit the labor only claim to the dealer, upon receipt of the sublet bill, you should submit an authorized SCAT claim with variation code JK.

Contact your Suzuki District Service and Parts Manager for variation code JK authorizations and any further claim instructions.

1996 4-Door Suzuki Sidekicks not distributed by ASMC are affected by this Safety Recall. Please contact the Warranty Assistance Helpline at (800) 568-9968 for special claim submission procedures for non-ASMC distributed affected vehicles.

Issued : 06/28/96

8. Notes

- A) Only SCAT claims will be accepted for this Safety Recall.
- B) Only one variation code per vehicle will be allowed. Do not submit a claim for the standard recall procedure (variation code JB) when additional parts and labor are necessary (variation code JK).
- C) All claims with variation code JK must be authorized by your DSPM.

9. Time and Mileage Limits

Applicable warranty time or mileage limits do not apply.

10. Warranty Parts Retention

All warranty parts replaced under variation code JK must be retained for the normal retention time, which is sixty (60) days from the credit memo invoice date.

Please inform all Service, Parts and Warranty personnel accordingly.

AMERICAN SUZUKI MOTOR CORPORATION  
Automotive Division

Attachments : A) Sample Owner Notification.

Issued 06/28/96

## IMPORTANT SAFETY RECALL NOTICE

Dear Suzuki Owner:

This notice is sent to you in accordance with provisions of the National Traffic and Motor Vehicle Safety Act.

American Suzuki Motor Corporation has decided that certain 1996 Suzuki 4-Door Sidekick vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". According to our records, you own one of the affected vehicles.

The fuel tank on these affected vehicles may become punctured by a fuel tank flange ~~attachment~~ reinforcement gusset during certain types of rear end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

To preclude the possibility of this occurring, your Suzuki dealer, at no charge to you, will install two new gussets between the fuel tank and attachment brackets to prevent the reinforcement from puncturing the fuel tank wall.

Please contact your Suzuki dealer to schedule an appointment for this Safety Recall. Instructions have been sent to your dealer and parts are available. The service can be completed in about 30 minutes. Please ask your dealer if additional time will be needed to process your vehicle. When you arrive for your pre-scheduled service, please present this letter to your Suzuki dealer. If you no longer own this vehicle, please complete the enclosed postage-paid reply card and return it to us.

If your dealer does not make the correction within a reasonable period of time, we recommend you contact the American Suzuki Customer Relations Department at (800) 934-0934. If you are still not satisfied that American Suzuki and your dealer have done our best to make the correction within a reasonable period of time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington DC 20590 or call the toll-free Auto Safety Hotline at (800) 424-9393.

We are sorry for any inconvenience this Safety Recall may cause, but we are certain you understand our interest in your safety and your continued satisfaction with Suzuki products.

## IMPORTANT SAFETY RECALL NOTICE

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This notice is sent to you in accordance with provisions of the National Traffic and Motor Vehicle Safety Act.

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The fuel tank on these affected vehicles may become punctured by a fuel tank flange Deleted attachment reinforcement gusset during certain types of rear end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

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Please contact your Suzuki dealer to schedule an appointment for this Safety Recall. Instructions have been sent to your dealer and parts are available. The service can be completed in about 30 minutes. Please ask your dealer if additional time will be needed to process your vehicle. When you arrive for your pre-scheduled service, please present this letter to your Suzuki dealer. If you no longer own this vehicle, please complete the enclosed postage-paid reply card and return it to us.

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We are sorry for any inconvenience this Safety Recall may cause, but we are certain you understand our interest in your safety and your continued satisfaction with Suzuki products.

TRANSLATION

## NOTICE TO LESSORS

Under Federal law, the lessor of a vehicle who receives this letter must provide a copy of it to the vehicle lessee(s). The lessor must also keep record of the lessee(s) to whom this letter is sent, and the applicable Vehicle Identification Number.

(For the purposes of this notice, a lessor means a person or entity that in the last twelve months prior to the date of this notification has been the owner, as referenced on the vehicle's title, of any five or more leased vehicles. A leased vehicle is a vehicle leased to another person for a term of at least four months.)

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

# Technical Bulletin

Division: Automotive  
 Category: Technical

TSB No. TS 1-10 06286  
 Section Title: Body and Frame

**SUBJECT:** IMPORTANT SAFETY RECALL CAMPAIGN S1,  
 FUEL TANK GUSSETS

**MODEL:** CERTAIN 1996 CAMI PRODUCED 1.6L 4-DOOR SIDEKICKS  
 BOTH 2 AND 4 WHEEL DRIVE

**YEAR:** CERTAIN 1996 (SEE VIN INFORMATION)

AFFECTED VIN RANGE
2 WHEEL DRIVE 2S3TE02V_T6400598 to 2S3TE02V_T6410373
4 WHEEL DRIVE 2S3TD03V_T6400612 to 2S3TD03V_T6410374

**NOTE:** For claim submission information, see Campaign Service Bulletin #SC-10, June 1996.

**CONDITION:** Suzuki has decided that certain CAMI built 1996 Sidekicks (4-DOOR MODELS ONLY) fail to conform to Federal Motor Vehicle Safety Standards (FMVSS) 301, "Fuel System Integrity."

**CAUSE:** The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

**CORRECTION:** Install two (2) new fuel tank flange attachment reinforcements (gussets) as outlined in this bulletin.

Technical Service Department  
 Dealership Circulation - Initial and File:

Service Manager	Parts Manager	Service Advisor	Technicians								

Suzuki bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer." They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle or that your vehicle will have that condition. See your authorized Suzuki dealer for information on whether your vehicle may benefit from the information. Suzuki reserves the right to change technical specifications at any time without prior notice.

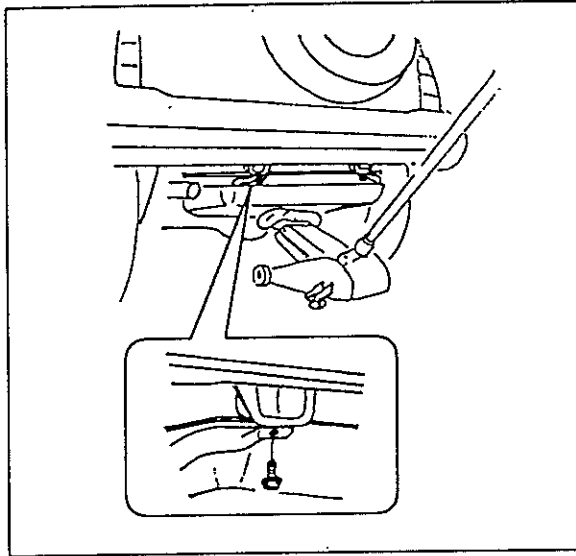
PARTS REQUIRED PER VEHICLE

QTY	PART NAME	PART NUMBER
2	Gusset, Fuel Tank No. 1	89125-66A00
1	S1 Sticker	_____

NOTE:

Additional Gussets may be ordered through normal parts channels. S1 stickers must be ordered through the Technical Hotline.

SERVICE PROCEDURES

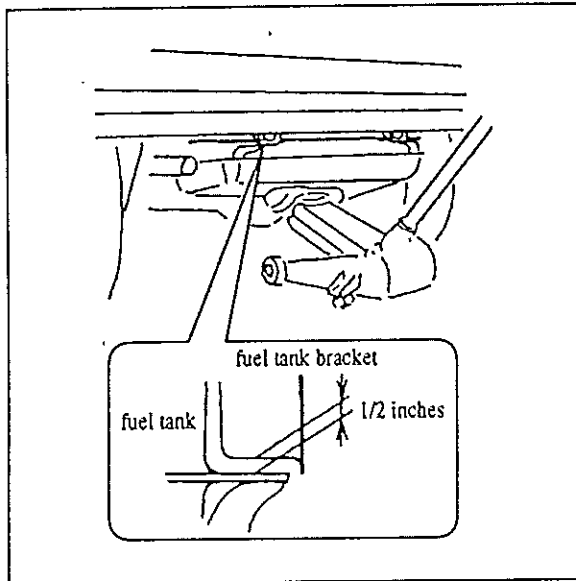


1. Place a block of wood on the floor jack saddle or pad it with shop towels to protect the gas tank. Raise the jack slowly until it barely contacts the bottom of the tank.

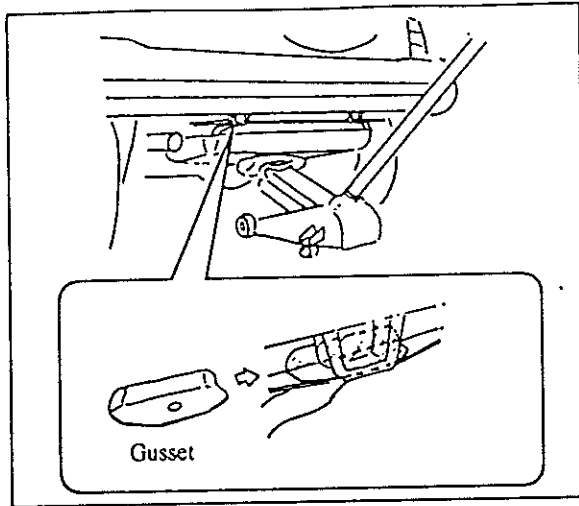
**⚠ CAUTION**

Never apply the jack too hard on the bottom of the fuel tank or the fuel tank can be damaged.

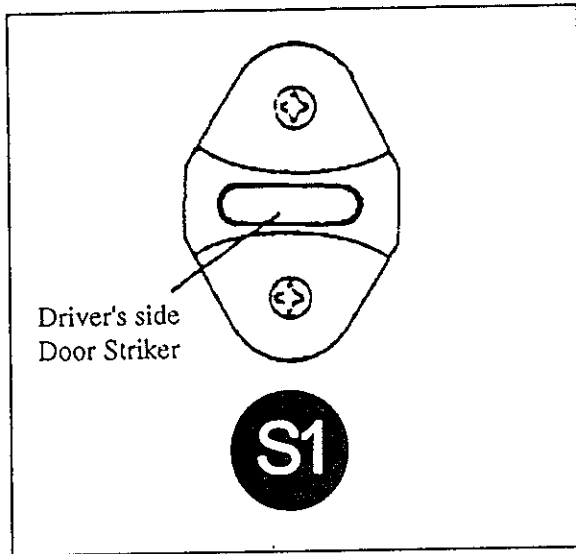
2. Remove two fuel tank bolts.



3. Lower the fuel tank slowly about a half (1/2) inch. Do not lower the fuel tank more than one (1) inch.



4. Install the gussets to the upper fuel tank flange between the fuel tank and the fuel tank bracket as illustrated.
5. Raise the fuel tank until the gusset contacts the bracket.
6. Tighten the fuel tank bolts.  
Tightening torque: 40 lb-ft



7. Affix the "S1" Campaign Identification Sticker" to the driver's side center door pillar below the door striker plate where it will be visible when the vehicle is brought in by the customer for periodic servicing. Be sure the surface is clean and dry.



# CAMPAIGN

## CAMPAIGN BULLETIN TABLE OF CONTENTS

06/28/96

<u>Number</u>	<u>Subject</u>	<u>Content</u>
1. SC-01*	Service Campaign No. K1 Seatbelt Latch Stalks	Service campaign initiated to replace seat belt latch stalks on 1980 - 1982 LJ80 & LJ81 models.
2. SC-02*	Service Campaign No. K2 Exhaust Center Pipe	Service campaign initiated to replace the Exhaust Center Pipe on 1986 - 1987 Samurai.
3. SC-03*	Service Action No. SA Positive Crankcase Ventilation Hose	Service action initiated to replace PCV Breather Hose in freezing conditions on 1989 - 1990 Sidekick 1.6 L.
4. SC-04*	Service Action No. L2 Exhaust Heat Shield	Service action initiated to install an Exhaust Heat Shield above Tail-pipe on 1989 - 1991 Sidekick 2-Door.
5. SC-05*	Service Action No. L3 Number One Exhaust Pipe	Service action initiated to replace the Exhaust Pipe between the Exhaust Manifold and the center pipe on certain 1992 and 1993 4-Door Sidekicks.
6. SC-06	Special Service Campaign No. L4 Hood Striker	Special Service Campaign initiated to modify the Hood Striker on all 1989-1992 and some 1993 Swifts.
7. SC-07*	Special Service Campaign No. SD Rear Axle Housing	Special Service Campaign initiated to inspect rear axle housing for proper welds on 1993 and 1994 2-Door and 4-Door Suzuki Sidekicks built in Canada.
8. SC-08	Special Service Campaign No. L4 Hood Striker - Remail	Second Customer Notification. Special Service Campaign initiated to modify the Hood Striker on all 1989-1992 and some 1993 Swifts.
9. SC-09	Special Service Recall Campaign No. L6 - Takata Front Seat Belt Release Buttons	Special Service Recall Campaign initiated to replace Takata seat belt release buttons on front seat belt buckles of 1988-1990 and certain 1991 Suzuki Samurai, Swift and Sidekick.
10. SC-10	Safety Recall Campaign No. S1 - Fuel Tank Gusset	Safety Recall Campaign initiated to replace two new gussets to between fuel tank flange and bracket on certain 1996 CAMI produced 1.6L 4-Door Sidekick, 2WD and 4WD.

### Notes:

1. \* Indicates Revised or Reissued Bulletins.
2. Boldtype indicates New Bulletins appearing in this Table.
3. Always refer to the Bulletin for Complete Instructions or Information.

Issued : 06/28/96

# SIDEKICK/X-90

## TECHNICAL SERVICE BULLETIN INDEX

(6/28/96)

TSB#      DATE                      TITLE (SUBJECT)

### BODY AND FRAME

- TS 1-01                      *THIS BULLETIN COMBINES WITH TS 1-02. PLEASE DELETE  
DELETE TS 1-01 FROM YOUR BINDER.*
- TS 1-01 61355              *X-90 PAINT CODE CROSS REFERENCE AND IDENTIFICATION PLATE  
LOCATION (X-90) DELETE FROM YOUR BINDER*
- TS 1-02 01046(R)              *SIDEKICK/X-90 PAINT CODE CROSS REFERENCE AND IDENTIFI  
CATION PLATE LOCATION*
- TS 1-03 03150              *REPLACEMENT SIDEKICK BUMPERS NO LONGER COLOR KEYED*
- TS 1-04 11080              *2 DOOR SIDEKICK YELLOW OR PINK STAINS ON CANVAS TOPS*
- TS 1-05 06101              *SQUEAKING OR CLUNKING NOISE FROM FRONT END AREA*
- TS 1-06 07161              *CHANGE IN COLOR OF PRIMER USED ON VEHICLES PAINTED  
"MIDNIGHT BLACK METALLIC"*
- TS 1-07 06182              *WIRE HARNESS REQUIRED WHEN INSTALLING NEW DOOR  
PANELS*
- TS 1-08 09164              *MODIFICATION OF HOOD AND HOOD LATCH*
- TS 1-09 02056              *MODIFICATION OF SPLASH GUARDS(SIDEKICK SPORT)*
- TS 1-10 06286              *IMPORTANT SAFETY RECALL CAMPAIGN S1:FUEL  
TANK GUSSETS*

### BODY ELECTRICAL

- TS 2-01 10153(R)              *FUSES REMOVED FOR SHIPMENT*
- TS 2-02 02159              *A/C INSTALLATION AMENDMENTS AND TIPS*
- TS 2-03 05059(R)              *AIR CONDITIONER WATER TEMPERATURE SWITCH INSTALLATION*
- TS 2-04 07159              *MODIFICATION OF A/C REFRIGERANT CHARGE VALVE*
- TS 2-05 06190              *POWER WINDOW CONTROL SYSTEM*
- TS 2-06 01222(R)              *DISTRIBUTOR HARNESS OPEN CIRCUIT*
- TS 2-07 10310              *ELECTRIC POWER MIRROR OPERATION AND SERVICE*
- TS 2-08 11080              *CENTRAL LOCKING SYSTEM*

\*Bold type indicates all new bulletins.

Technical Service Department  
Dealership Circulation - Initial and File:

Service Manager	Parts Manager	Service Advisor	Technicians											

TS 2-09 12070 BATTERY MAINTENANCE AND BATTERY TEST  
 RECOMMENDATIONS FOR DEALER STOCK VEHICLES  
 TS 2-10 03121 INSTALLATION PROCEDURE FOR A/C BRACKETS  
 TS 2-11 05072 MODIFICATION OF HEADLAMP ASSEMBLY (ADJUSTING SCREW)  
 TS 2-12 10062 INTERIOR DOME LIGHT/WARNING BUZZER

DRIVETRAIN

TS 3-01 02159 AMENDMENT OF SERVICE MANUAL (A/T FLUID CAPACITY)  
 TS 3-02 03319 SERVICE MANUAL CORRECTION/MARKING OF DRIVESHAFT  
 FLANGES  
 TS 3-03 03150 MODIFICATION OF FRONT DIFFERENTIAL OIL LEVEL PLUG  
 TS 3-04 06190 AMENDMENT TO SERVICE MANUAL (P/N 99500-60A00-33E) A/T  
 SELECTION OF REVERSE CLUTCH PRESSURE PLATE  
 TS 3-05 05113(R) MODIFICATION OF A/T INTERNAL PARTS  
 TS 3-06 11080 MODIFICATION OF SIDE THRUST WASHER OF REAR  
 DIFFERENTIAL GEAR  
 TS 3-07 11080 MODIFICATION OF MAIN SHAFT REVERSE GEAR NEEDLE  
 BEARING  
 TS 3-08 11080 MODIFICATION OF REVERSE FIFTH GEAR SHAFT FORK  
 PIN LENGTH  
 TS 3-09 02011(R) AUTOMATIC TRANSMISSION DRIVE (FLEX)  
 TS 3-10 02081 2WD MANUAL TRANSMISSION  
 TS 3-11 02081 TORQUE CONVERTER CLUTCH DIAGNOSIS  
 TS 3-12 03131 REAR DIFFERENTIAL BEVEL GEAR BOLTS CHANGE  
 TS 3-13 04051 RWAL SPEED SENSOR OIL LEAK  
 TS 3-14 12133(R) MODIFICATION OF DIFFERENTIAL BEVEL PINION AND  
 FLANGE  
 TS 3-15 11211 MODIFICATION OF 5TH SPEED SYNCHRONIZER KEYS  
 TS 3-16 01152 MODIFICATION OF MANUAL TRANSMISSION FRICTION GEAR  
 RETAINER  
 TS 3-17 01312 MODIFICATION OF TRANSFER COUNTER GEAR  
 TS 3-18 02202 MODIFICATION OF LOW AND HIGH SPEED SYNCHRONIZER  
 KEYS  
 TS 3-19 05062 MODIFICATION OF 4-SPEED AUTOMATIC TRANSMISSION  
 TS 3-20 08312 CLUTCH RELEASE SHAFT BUSHING  
 TS 3-21 12152 MODIFICATION OF REVERSE IDLER GEAR AND RELATED PARTS  
 TS 3-22 10263 PRECAUTION WHEN REMOVING OIL PAN OF AUTO TRANS.  
 TS 3-23 08124(R) SPECIAL SERVICE CAMPAIGN: SD, REAR AXLE HOUSING

TS 3-24 07294	MODIFICATION OF SPEEDOMETER DRIVEN GEAR AND TRANSFER REAR CASE
TS 3-25 05176(R)	MODIFICATION OF ENGINE CONTROL MODULE (ECM)
TS 3-26 01126	MODIFICATION OF AUTOMATIC TRANSMISSION
TS 3-27 02096	TRANSFER CASE BIND-UP
	<u>ENGINE</u>
TS 4-01 02159	USE OF GASOLINE/ALCOHOL-BLENDED FUELS
TS 4-02 03319	MODIFICATION OF EXHAUST CENTER PIPE AND MOUNTING BRACKET
TS 4-03 12229	USE OF GASOLINE/MTBE-BLENDED FUELS
TS 4-04 02096(R)	USE OF AC AND BOSCH SPARK PLUGS(SIDEKICK)
TS 4-05 07060	MODIFICATION OF THROTTLE BODY AND ACCELERATOR CABLE.
TS 4-06 10260	POSITIVE CRANK CASE VENTILATION HOSE
TS 4-07 10260	EXHAUST SYSTEM RATTLE/VIBRATION NOISE
TS 4-08 10300	NO OR HARD START/ENGINE FLOODED WHEN COLD
TS 4-09 10300	REPAIR OF DISTRIBUTOR HARNESS CONNECTOR
TS 4-10 11080	MODIFICATION OF CALIFORNIA SPECIFICATIONS EGR SYSTEM
TS 4-11 08312(R)	CHANGE IN CRANKSHAFT PULLEY BOLTS
TS 4-12 01202	SERVICE ACTION NO.L2 EXHAUST HEAT SHIELD
TS 4-13 04063(R)	MODIFICATION OF INTAKE MANIFOLD AND THERMOSTAT
TS 4-14 08312	REAR ENGINE MOUNTING BUSHING (TORQUE STOPPER BUSHING)
TS 4-15 10192	SERVICE ACTION: L3, EXHAUST PIPE
TS 4-16 10132	MODIFICATION OF CYLINDER HEAD AND ROCKER ARMS
TS 4-17 10232	MODIFICATION OF FRONT ENGINE MOUNTS
TS 4-18 07023	MODIFICATION OF CAMSHAFT TIMING PULLEY
TS 4-19 04114	MODIFICATION OF CAMSHAFT AND VALVE CLEARANCE
TS 4-20 06036	HIGH TENSION WIRE SET
TS 4-21 04196	MODIFICATION OF FUEL PUMP OPERATING CONDITION BY THE ECM
TS 4-22 05106	MODIFICATION OF FUEL GAUGE UNIT

STEERING, BRAKES, AND SUSPENSION

TS 5-01 02159	MODIFICATION OF MANUAL FREE WHEEL HUB POSITION
TS 5-02 11193(R)	REAR BRAKE SQUEAL
TS 5-03 03150	ELIMINATION OF MASTER CYLINDER GASKET
TS 5-04 07060	ADDITION OF CALIPER ANTI-NOISE SHIM
TS 5-05 03071	RWAL DIAGNOSTICS

- TS 5-06 03016(R) MANUAL FREE WHEEL HUB ASSEMBLY, RECREATIONAL TOWING
- TS 5-07 07023 MODIFICATION OF BRAKE MASTER CYLINDER CLEVIS PIN AND RELATED PARTS
- TS 5-08 05246 MODIFICATION OF FRONT WHEEL SPINDLE

TOOLS AND EQUIPMENT

- TS 6-01 02159 CORRECTION TO THE SUPPLEMENTARY SERVICE MANUAL
- TS 6-02 03319 SERVICE MANUAL CORRECTION/POWER STEERING SPECIAL TOOLS.
- TS 6-03 07319(R) MODIFICATION OF SPECIAL TOOL (BEVEL PINION MOUNTING DUMMY)
- TS 6-04 12229 A/T SERVO PISTON RING INSTALLER
- TS 6-05 03050 REQUIRED SPECIAL TOOL LIST
- TS 6-06 12229 A/T 3RD CLUTCH SNAP RING
- TS 6-07 04111 FUEL PRESSURE GAUGE ADAPTER

MISC.

- TS 7-01 10065(R) LIST OF REQUIRED SIDEKICK TECHNICAL SERVICE LITERATURE
- TS 7-02 03071 ROUTING OF SPEEDOMETER CABLE
- TS 7-03 10132 REVISION OF SIDEKICK SERVICE MANUAL
- TS 7-04 11192 MODIFICATION OF AIR CONDITIONING COMPRESSOR
- TS 7-05 09273 NEW MODEL INFORMATION
- TS 7-06 08233 MODIFICATION OF AIR CONDITIONER
- TS 7-08 04126 MODIFICATION OF SIDEKICK SPORT 1800 SUPPLEMENTARY SERVICE MANUAL

*TOTAL BULLETINS:*      93



AMERICAN SUZUKI MOTOR CORPORATION  
P.O. Box 1100  
Brea, California 92822-1100

## IMPORTANT SAFETY RECALL NOTICE

Dear Suzuki Owner:

This notice is sent to you in accordance with provisions of the National Traffic and Motor Vehicle Safety Act.

American Suzuki Motor Corporation has decided that certain 1996 Suzuki 4-Door Sidekick vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". According to our records, you own one of the affected vehicles.

The fuel tank on these affected vehicles may become punctured by a fuel tank flange reinforcement gusset during certain types of rear end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

To preclude the possibility of this occurring, your Suzuki dealer, at no charge to you, will install two new gussets between the fuel tank and attachment brackets to prevent the reinforcement from puncturing the fuel tank wall.

Please contact your Suzuki dealer to schedule an appointment for this Safety Recall. Instructions have been sent to your dealer and parts are available. The service can be completed in about 30 minutes. Please ask your dealer if additional time will be needed to process your vehicle. When you arrive for your pre-scheduled service, please present this letter to your Suzuki dealer. If you no longer own this vehicle, please complete the enclosed postage-paid reply card and return it to us.

If your dealer does not make the correction within a reasonable period of time, we recommend you contact the American Suzuki Customer Relations Department at (800) 934-0934. If you are still not satisfied that American Suzuki and your dealer have done our best to make the correction within a reasonable period of time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington DC 20590 or call the toll-free Auto Safety Hotline at (800) 424-9393.

We are sorry for any inconvenience this Safety Recall may cause, but we are certain you understand our interest in your safety and your continued satisfaction with Suzuki products.

## NOTICE TO LESSORS

Under Federal law, the lessor of a vehicle who receives this letter must provide a copy of it to the vehicle lessee(s). The lessor must also keep record of the lessee(s) to whom this letter is sent, and the applicable Vehicle Identification Number.

(For the purposes of this notice, a lessor means a person or entity that in the last twelve months prior to the date of this notification has been the owner, as referenced on the vehicle's title, of any five or more leased vehicles. A leased vehicle is a vehicle leased to another person for a term of at least four months.)

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION



SUZUKI CANADA INC.  
HEAD OFFICE/SIÈGE SOCIAL  
100 East Beaver Creek Rd., Richmond Hill, Ont. L4B 1J6  
Telephone: (905) 889-2600 Facsimile: (905) 764-1574

July 22, 1996

RE: 1996 Sidekick 4-door JX  
Fuel Tank Support Recall Campaign

REF: AD-04-96

Dear Suzuki Automotive Dealer:

Suzuki Canada Inc. has initiated an official Recall Campaign pursuant to the requirements of Section 10(1) of the Canada Motor Vehicle Safety Act.

This Campaign was initiated to provide for the installation of 2 additional Fuel Tank Flange attachment Reinforcements (gussets) on affected CAMI built 1996 Sidekick 4-door vehicles. All 1996 4-door JX models therefore were produced by CAMI and are affected by this campaign.

Owners of record at SCI as of 07/22/96 will be notified by first class mail (see customer letter attached). Customer letters are scheduled to be mailed out during the week of 07/29/96.

In the package with this Dealer Letter you will find:

Dealer Letter  
Warranty Bulletin  
Service Bulletin  
Customer Letter  
Initial Parts Shipment  
Campaign Completion Decals

All necessary parts, service and warranty claim information is contained in the above referenced materials. Please ensure that all vehicles in your inventory are modified prior to retail delivery. There is to be no charge to any customer for this repair service.

Should you have any questions or concerns regarding this campaign, please contact your District Parts and Service Manager (DPSM) or our Warranty Department at our Head Office in Richmond Hill.

Thank you for your anticipated cooperation in this important matter.

National Service Division  
SUZUKI CANADA INC.

WESTERN OFFICE/BUREAU DE L'OUEST  
110-6351 Westminster Hwy., Richmond, B.C. V7C 4V4  
Telephone: (604) 273-0388 Fax: (604) 278-0520

EASTERN OFFICE/BUREAU DE L'EST  
4111 boul. Poirier, St-Laurent, Québec H4R 2G9  
Téléphone: (514) 956-7986 Fax: (514) 956-1004





SUZUKI CANADA INC.  
HEAD OFFICE/SIÈGE SOCIAL  
100 East Beaver Creek Rd., Richmond Hill, Ont. L4B 1J6  
Telephone: (905) 889-2600 Facsimile: (905) 764-1574

July 1996

### IMPORTANT SAFETY RECALL NOTICE

Dear Suzuki Owner:

This notice is being sent to you in accordance with the provisions of the Motor Vehicle Safety Act.

Suzuki Canada Inc. Has decided that certain 1996 Suzuki 4-door Sidekick vehicles fail to conform to Canada Motor Vehicle Safety Standard (CMVSS) 301; "Fuel System Integrity". According to our registration records, you are the owner of one of the affected vehicles.

The fuel tank on affected vehicles may become punctured by a fuel tank flange reinforcement gusset during certain types of rear end collisions. Should this occur, the punctured fuel tank could allow fuel spillage in excess of the amount prescribed by CMVSS 301. If an ignition source were present, fuel leakage from this puncture could result in a post-crash fire.

To preclude the possibility of this from occurring, your authorized Suzuki dealer will install two new gussets between the fuel tank and attachment brackets to prevent the existing flange reinforcement gusset from puncturing the fuel tank wall.

Please contact your authorized Suzuki dealer to schedule an appointment for this Safety Recall. Instructions have been sent to your dealer and parts are now available. This service can be completed in about 30 minutes. Please ask your dealer if additional time will be required to process your vehicle. Please bring this letter with you and present it to your dealer when you arrive for your appointment.

If your dealer is unable to complete the necessary service within a reasonable period of time, we recommend that you contact our Customer Relations Department at 905-889-2677 x254 and we will be pleased to assist you.

We are sorry for any inconvenience that this Safety Recall may cause however, we are certain you can understand our interest in your safety and continued satisfaction with your Sidekick vehicle.

Sincerely,

National Service Division  
SUZUKI CANADA INC.

WESTERN OFFICE/BUREAU DE L'OUEST  
110-6351 Westminster Hwy., Richmond, B.C. V7C 4V4  
Telephone: (604) 273-0388 Fax: (604) 278-0520

EASTERN OFFICE/BUREAU DE L'EST  
4111 boul. Poirier, St-Laurent, Québec H4R 2G9  
Téléphone: (514) 956-7986 Fax: (514) 956-1004



**WARRANTY  
BULLETIN**

Bulletin No. AW-03-96  
Date July 1996  
Page 1 of 5

SUBJECT: Sidekick fuel tank support - Recall

Affected Models: CAMI built 1996 Sidekick 4dr JX

Read & Initial

Manager \_\_\_\_\_  
Parts \_\_\_\_\_  
Service \_\_\_\_\_

**NOTICE:**

Suzuki Canada Inc. has determined a situation of noncompliance exists in some 1996 MY 4 door Sidekick JX models manufactured by CAMI Automotive Inc. The fuel tank on these units may become punctured by the mounting bracket during certain types of rear end collisions. If this occurs a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by Canada Motor Vehicle Safety Standard (CMVSS) #301; "Fuel System Integrity". If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

To prevent the possibility of this occurring, Dealers are required to install two new gussets between the existing fuel tank flange and mounting bracket to prevent the bracket from puncturing the fuel tank wall.

**AFFECTED VEHICLES:**

Only 1996 Sidekick JX 4door models manufactured by CAMI Automotive Inc. are affected by this Campaign.

V.I.N. range is as follows:

MY	Body Type	Origin	VIN Prefix	From	To
1996	4dr JX	CAMI	2S3TD03V_	T6401012	T6407681

**OWNER NOTIFICATION:**

The owners of Suzuki Sidekick vehicles that fall within the affected V.I.N. range as outlined above will be notified of this Recall by first class mail (See copy of Owner letter attached). The owner letter includes a notification of the nature of the potential defect, possible consequences of the defect and a description of how and where to have the necessary repairs completed.

**DEALER SERVICE RESPONSIBILITY:**

Dealers are requested to perform this modification to any vehicles subject to this recall upon customer request or upon having the vehicle in your service facility for other repairs.

In addition; all vehicles subject to this recall currently in your inventory must also be modified prior to being placed into service.

**PARTS INFORMATION:**

Based on the number of affected units in your area, the Suzuki Canada Inc. Parts Department will automatically ship a pre-determined quantity of new gussets and "S1" Campaign Completion Decals directly to your Dealership.

This initial shipment will be made freight pre-paid by Suzuki Canada Inc. with the cost of the replacement gussets being billed to your open parts account. Additional quantities of gussets can be obtained through the normal parts ordering channels under the part number 89125-66A00 (FUEL TANK GUSSET - dlr net \$2.06 each).

*\*NOTE1: Gussets will not be packaged in pairs by SCI Parts Dept. Ordering Qty 1 will provide you with only one gusset. Two gussets are required to modify one vehicle, be sure to order gussets in multiples of two.*

*\*NOTE2: Additional quantities of "S1" Campaign Decals are available free of charge by contacting the Warranty Department in Richmond Hill.*

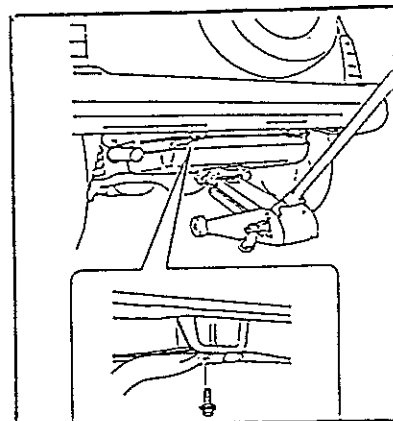
**INSTALLATION PROCEDURE:**

1. Place a block of wood or other suitable padding on the saddle of the floor jack. Position the jack under the fuel tank and gently raise the jack until it just contacts the bottom of the tank.

**CAUTION**

The purpose of the floor jack is to support the weight of the fuel tank; not lift the vehicle.

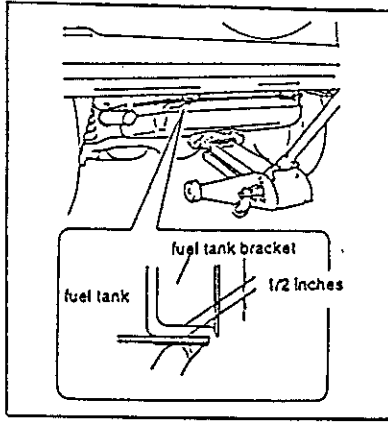
Applying too much force to the bottom of the fuel tank with the floor jack may result in damage to the tank body.



2. Remove the two 14 mm bolts supporting the rear of the fuel tank.

R/ ont.)

fuel tank **SLOWLY**  
(1/2 inch).  
the tank more than

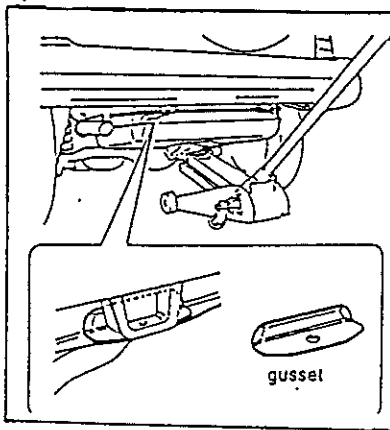


illustrated.

ently raise the fuel  
contacts the bracket.

the floor jack is to  
of the fuel tank only.

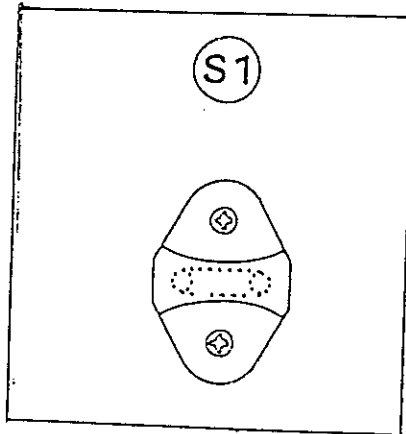
force to the bottom of  
floor jack may result  
tank body.



two 14mm bolts  
torq these bolts

door post and  
in Decal to the  
door striker.

of the "S1" decal  
change by contacting the  
in Richmond Hill.



./4

**SPECIAL PROCEDURE FOR VEHICLES IN REMOTE AREAS:**

Should you encounter a customer living in a remote area who is unable to bring the vehicle to an Authorized Suzuki Dealer please obtain:

- 1) The vehicle V.I.N number;
- 2) Customer name, and;
- 3) Phone number where they can be reached.

Then contact the Customer Relations Department in Richmond Hill and we will help you make special arrangements to have this modification performed.

**WARRANTY PERIOD LIMITATIONS:**

All vehicles within the affected VIN range are to be modified regardless of age or distance travelled.

**CLAIMING PROCEDURE:**

Use the Campaign Multi-Claim Forms supplied with this Bulletin for Warranty reimbursement of parts and labour.

Indicate the following information on the top of each Campaign Multi-Claim Form prior to submission.

Campaign #:	4018	
Operation #:	DH9999	
Complaint Code (CC):	99	
Defect Code (DC):	S1	
V/C (Variation Code):	JB	Vehicle inspected and modified (Using this V/C code pays 0.2 hrs labour for modification of the vehicle and 0.1 hrs administration time to prepare the warranty claim. Total labour hours allowed = 0.3 hrs per vehicle)

*\*A sample of a completed Campaign Multi-Claim Form has been attached for your reference.*

NOTE: In the case of this Campaign, your Repair Order Number followed by the number "9" will be the claim number indicated on the Warranty Credit Memo generated by SCI. EXAMPLE: If you indicate on the Multi-Claim Form that your Repair Order Number is 25693, the corresponding Warranty Credit Memo will refer to this claim as number 256939. Remember this claim number format has been used when attempting to reconcile your Warranty receivables against Credit Memos issued by SCI or researching payment through SCAT.

.J5

copies of the Campaign Multi-Claim Form are available by photo copying a blank contacting the Warranty Dept. in Richmond Hill.

Be sure that all staff involved in the administration of Suzuki Warranty have been aware of the contents of this bulletin.

If you have any questions regarding the contents of this bulletin please feel free to contact your District Parts and Service Manager (DPSM), or the Warranty Department in Richmond Hill.

Warranty Department  
District Service Division

SUZUKI CANADA INC.

## CAMPAIGN MULTI-CLAIM FORM FIELD REQUIREMENTS

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1. DEALER NO. : Enter your 6 numeric digit Dealer Code.
2. DEALER NAME : Enter your Dealer Name.
3. OPERATION CODE : Enter the corresponding Operation Code. - Refer to your Campaign Bulletin for the correct Operation Code.
4. CAMPAIGN NO. : Enter the correct Campaign Number. - Refer to your Campaign Bulletin for the correct Campaign Number.
5. COMPLAINT CODE : Enter the correct Complaint Code. - Refer to your Campaign Bulletin for the correct Complaint Code.
6. DEFECT CODE : Enter the correct Defect Code. - Refer to your Campaign Bulletin for the correct Defect Code.
7. WORK ORDER NO. : Enter your 5 numeric digit Work Order Number relating to this repair.
8. VIN (SERIAL NO.): Enter the entire 17 digit alpha-numeric VIN.
9. ODOMETER : Enter the vehicle Odometer reading. Up to 6 numeric digits. (Do Not Include 10ths).
10. REPAIR DATE : Enter the Date the Campaign was completed. (In MM/DD/YY format).
11. V/C - CODE : IF APPLICABLE - Enter the V/C - Code. - Refer to your Campaign Bulletin for the correct application of the V/C - CODES.
12. DATE of SUBMISSION : Enter the date the Campaign Multi-Claim Form (to SCI) was submitted to Suzuki Canada.






FORMULAIRE N° 31-RECLAMATIONS

DEALER NO/ NO DE CONC.	DEALER NAME NOM DU CONCESSIONNAIRE	OPERATION CODE/ CODE D'OPERATION	CAMPAIGN #/ CAMPAGNE #	COMPLAINT CODE/ CODE DE PLAINTE	DEFECT CODE/ CODE DE DÉFAUT	V/C CODE
1						PC 72
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						

Date of submission to SCI/  
Date de soumission à SCI: \_\_\_\_\_

Dealer Signature/  
Signature du conc.: \_\_\_\_\_

	<b>SERVICE BULLETIN</b>	Bulletin No. <u>AS-22-96</u>
		Date <u>July 1996</u>
		Page <u>1</u> of <u>4</u>
SUBJECT: <u>Sidekick fuel tank support - Recall</u>		Read & Initial Manager _____ Parts _____ Service _____
Affected Models: <u>CAMI built 1996 Sidekick 4dr JX</u>		

**NOTICE:**

Suzuki Canada Inc. has determined a situation of noncompliance exists in some 1996 MY 4 door Sidekick JX models manufactured by CAMI Automotive Inc. The fuel tank on these units may become punctured by the mounting bracket during certain types of rear end collisions. If this occurs a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by the Canada Motor Vehicle Safety Standard #301; "Fuel System Integrity". If an ignition source were present, fuel leakage resulting from this puncture could result in a post-crash fire.

To prevent the possibility of this occurring, Dealers are required to install two new gussets between the existing fuel tank flange and mounting bracket to prevent the bracket from puncturing the fuel tank wall.

**AFFECTED VEHICLES:**

Only 1996 Sidekick JX 4dr models manufactured by CAMI Automotive Inc are affected by this Campaign.

V.I.N. range is as follows:

MY	Body Type	Origin	VIN Prefix	From	To
1996	4dr JX	CAMI	2S3TD03V_	T6401012	T6407681

**OWNER NOTIFICATION:**

The owners of Suzuki Sidekick vehicles that fall within the affected V.I.N. range as outlined above will be notified of this Recall by first class mail (See copy of Owner letter attached). The Owner letter includes a notification of the nature of the potential defect, possible consequences of the defect and a description of how and where to have the necessary repairs completed.

**SUZUKI**  
Caring for Customers

Suzuki Canada Inc. 100 East Beaver Creek Road Richmond Hill, Ontario L4B 1J6 • Telephone (416) 889-2600 • Telex 06-964831 ..12

**S 212216**

**DEALER SERVICE RESPONSIBILITY:**

Dealers are requested to perform this modification to any vehicles subject to this recall upon customer request or upon having the vehicle in your service facility for other repairs.

In addition; all vehicles subject to this recall currently in your inventory must also be modified prior to being placed into service.

**PARTS INFORMATION:**

Based on the number of affected units in your area, the Suzuki Canada Inc. Parts Department will automatically ship a pre-determined quantity of new gussets and "S1" Campaign Completion Decals directly to your Dealership.

This initial shipment will be made freight pre-paid by Suzuki Canada Inc. with the cost of the replacement gussets being billed to your open parts account. Additional quantities of gussets can be obtained through the normal parts ordering channels under the part number 89125-66A00 (FUEL TANK GUSSET - dlr net \$2.06 each).

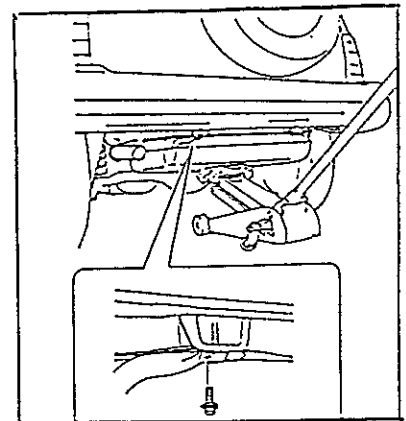
*\*NOTE1: Gussets will not be packaged in pairs by SCI Parts Dept. Ordering Qty 1 will provide you with only one gusset. Two gussets are required to modify one vehicle, be sure to order gussets in multiples of two.*

*\*NOTE2: Additional quantities of "S1" Campaign Decals are available free of charge by contacting the Warranty Department in Richmond Hill.*

**INSTALLATION PROCEDURE:**

1. Place a block of wood or other suitable padding on the saddle of the floor jack. Position the jack under the fuel tank and gently raise the jack until it just contacts the bottom of the tank.

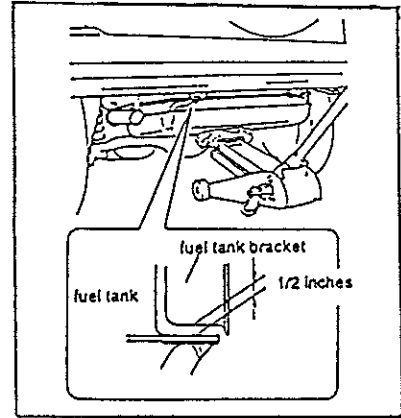
**CAUTION**  
The purpose of the floor jack is to support the weight of the fuel tank; not lift the vehicle.  
Applying too much force to the bottom of the fuel tank with the floor jack may result in damage to the tank body.



2. Remove the two 14 mm bolts supporting the rear of the fuel tank.

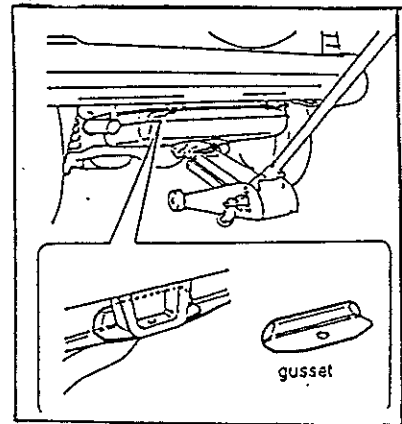
INSTALLATION PROCEDURE (cont.)

- 3. Lower the rear of the fuel tank ***SLOWLY*** approximately 13 mm (1/2 inch).  
\*Be sure not to lower the tank more than 26 mm (1 inch).



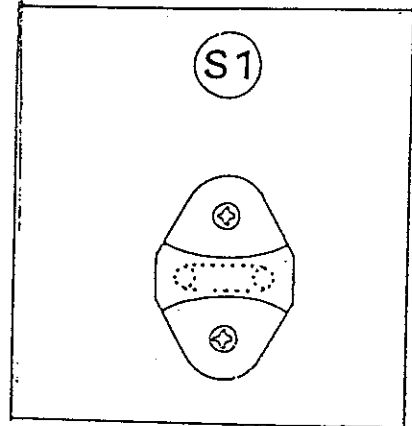
- 4. Install the gussets as illustrated.
- 5. Using the floor jack, gently raise the fuel tank until the gusset contacts the bracket.

**CAUTION**  
The purpose of the floor jack is to support the weight of the fuel tank only not lift the vehicle.  
Applying too much force to the bottom of the fuel tank with the floor jack may result in damage to the tank body.



- 6. Install and tighten the two 14mm bolts previously removed. Torque these bolts to 40 lb-ft.
- 7. Clean the drivers side door post and affix an "S1" Campaign Decal to the pillar, just below the door striker.

\*Additional quantities of the "S1" decal are available free of charge by contacting the Warranty Dept. Staff in Richmond Hill.



**SPECIAL PROCEDURE FOR VEHICLES IN REMOTE AREAS:**

Should you encounter a customer living in a remote area who is unable to bring the vehicle to an Authorized Suzuki Dealer please obtain:

- 1) The vehicle V.I.N number;
- 2) Customer name, and;
- 3) Phone number where they can be reached.

Then contact the Customer Relations Department in Richmond Hill where we will help you make special arrangements to have this modification performed.

**WARRANTY PERIOD LIMITATIONS:**

All vehicles within the affected VIN range are to be modified regardless of age or distance travelled.

**CLAIMING PROCEDURE:**

Refer to Auto Warranty Bulletin # AW-03-96 for claim completion procedure.

Please be sure that all staff involved in the administration of Suzuki Warranty have been made aware of the contents of this bulletin.

Should you have any questions regarding the contents of this bulletin please feel free to contact your District Parts and Service Manager (DPSM), or the Warranty Department in Richmond Hill.

Automobile Service Division  
SUZUKI CANADA INC.



198.7  
成瀬

1/3

キ長殿、→ノ長殿、ノヨ長野殿、谷脇殿、

8.5.96 キロ

成瀬

コピー配布済

1. 「HITコード」に関するEPAへの回答レターの件

貴8/5付けFAX, 拝受しました。

早速、ご検討頂きまして有り難うございました。

本日、提出しました(添えつけ参照)。

2. 「燃料タンク」プリベンティブアクションレターの件

貴8/3付けで頂きましたプリベンティブアクションレターのドラフトですが、

コレクティブアクションの項目として、GMがNH TSAから貰った質問に対する回答レターに記述している内容の追加をご検討下さい。

このレターの中で、GMは、

\*タンクフランジガセットが適正位置に取り付けられるように取り付け工具の変更、

\*タンクフランジガセットがタンクフランジに適正に溶接されるように製造工程の見直しを実施、

を述べております。このレター通りの内容がNH TSA宛に提出されたかどうかは、本  
社がこのレターの内容に同意したかどうかにより、当方では分かりませんが、本  
社が同意したのであれば、これもコレクティブアクションとして加える必要が有ると思  
います。

また、これまでもプリベンティブアクションレターをGMに出しておりますが、  
内容が良いかどうかをGMに聞いた事は無いと理解しております。

以上、宜しくお願いします。

<完>

Narutomi  
Aug. 7, 1996

To: ~~KI-CHO~~ → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Aug. 5, 1996

Copy already distributed

1. RE: Response letter concerning to [HT code] to EPA

We are in receipt of the fax dated Aug. 5.

Thank you for your quick consideration on this matter.

We submitted it today. (see the attachment.)

2. RE: Preventative action letter of the fuel tank

Concerning the draft of the preventative action letter mentioned in your letter, please consider addition of the content GM described in its letter in response to the questions from NHTSA as an item of the corrective actions.

In that letter, GM described;

\* to change the installation tool (jig) so that the tank flange gusset can be installed at the correct position

\* to review the manufacturing process (management improvement) so that the tank flange gusset can be welded to the tank flange properly.

It is not known whether the content as in this letter has been submitted to NHTSA as it is or not because it depends on whether the Head Office agreed to it or not. If it had, it is supposedly necessary to add the above items as corrective actions.

It is my understanding that we have not asked GM to check the content although we did submit preventative action letters to GM before.


TRANSLATION





1/2

TO: ASMC 非口  
ATTN: MR. NARUSE

AUG/7/96  
13 長野  


※ 燃料タンク、アリバンタティグアクションレターを1封、  
(貴FAX 8/5 付拝受)

貴殿の御指摘により、GMが<sup>受けた</sup>NHTSAからの質問への  
回答レターに記載している内容を、コルクティグアクション  
の項目 2) と 3) に追加しました。英文の添削を  
お願い申し上げます。

貴方の添削がOKであれば、GMに対し FAX  
及びメール 致します。

以上、宜しくお願い申し上げます。

1/2

To: ASMC/KIRO

Attn: Mr: Naruse

From: Nagano/NOYO on Aug. 7, 1996

Naru

☆ RE: Preventative action letter of the fuel tank  
(Thank you for the fax dated Aug. 5.)

As you advised, we added the contents described in the response letter to the questions from NHTSA that GM received as items 2) and 3). Please check English.

If your check result is OK, we will send it by fax and mail.

Thank you for your cooperation on the above matter.

TRANSLATION

ATTN: MR. NARUSE

2/2

Aug. 1996

Mr. J. C. Perkins,  
V.P.-General Manager  
Chevrolet Motor Division, Central Office,  
30007 Van Dyke Avenue, Room 105-02,  
Warren, Michigan 48090

Re : 1996 4-door Geo Tracker Fuel Tank

Dear Mr. Perkins,

I regret to inform you of a product problem involving the Geo Tracker. The problem relates to noncompliance to FMVSS 301 requirement, and all 1996 4-door Trackers produced before June 25, 1996 are affected.

A report of the problem, cause and corrective action is summarized as follows.

Problem Description:

A compliance test conducted by NHTSA revealed that 1996 4-door Tracker ~~does~~ not comply with the requirement of FMVSS 301 (fuel leakage). This noncompliance was caused by combination of 1) inappropriate location of spot welding on the fuel tank gusset, 2) inappropriate positioning of the fuel tank gusset, and 3) redesigned fuel tank bracket for 1996 MY vehicles.

Countermeasures :

Locations of spot welding and positioning of parts will be specified in the design drawings.

Corrective Action:

- 1) Modified gussets with flange for the 4-door Tracker have been installed on the production vehicles since June 21, 1996 at CAMI.
- 2) Gusset attachment tooling has been changed to assure gusset orientation square on the flange.
- 3) Upgraded manufacturing controls were implemented to assure proper spot weld positioning when attaching the gusset to the tank flange.
- 4) Regarding field fix, modified gus fuel tank.

Suzuki regrets this unfortunate error the market would greatly be appreciate

Sincerely,

**TAIZO MIYAKE**  
DIRECTOR (BOARD MEMBER)  
& DEPUTY EXECUTIVE GENERAL MANAGER,  
ENGINEERING DIVISION

~~Y. Shibata,  
Director & Deputy Executive General Manager,  
Engineering Division~~

S 212224

EA12-005

PRODUCED BY SUZUKI MOTOR CORPORATION



キ長殿、→ ノ長殿、ノヨ長野殿、谷鶴殿、

8.7.96 キロ 森根

コピー配布済

1. 燃料タンク「プリベンタティブアクションレター」の件

貴8/7付けFAX. 拝受しました。

内容としては宜しいかと思えます。

細かい事ですが「Problem Description」の最初の行、

「--- Tracker does not ---」ですが、

↓

did

にして頂いた上で、GM宛ご提出下さい。

以上、宜しくお願いします。

<完>

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Aug. 7, 1996

Copy already distributed

1. RE: "Preventative action letter" of the fuel tank

We are in receipt of the fax dated Aug. 7.

I think the contents are all right.

Although it is trivial, please make a correction to the first line of the paragraph "Problem Description" as follows before submitting the letter to GM.

" --- Tracker does not ---"

↓

did

TRANSLATION





7  
86.8.9  
成富

1/2

キ長殿、→ノ長殿、ノヨ長野殿、谷脇殿、

コピー配布済

8.8.96 キロ

成富

1. 「燃料タンク」の件

添え付けましたが、「燃料タンク」のリコールナンバーを知らせるFAX. がNHTSAから来ておりました。他の資料の中に紛れておりましたため、お知らせするのが遅れました。

この中に、

~~\*不適合車両の販売が違法である事を警告する記述が含まれています。~~

勿論、これは知らせですから、何もする事は有りません。

以上、宜しくお願いします。

<完>

Narutomi  
Aug. 9, 1996

To: ~~KI-CHO~~ → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Aug. 8, 1996

Copy already distributed

1. RE: Fuel tank

As attached herewith, a fax notifying the recall number of the "fuel tank" came from NHTSA. The reason why a few days have passed before informing you is that it has been among other reference materials,

In it, there is a description warning that it is illegal to sell a non-compliance vehicle.

As it is only a notification, naturally, we need not do anything.

TRANSLATION

EE:MN

JL 5

**INITIAL ACKNOWLEDGEMENT FAX SHEET OF RECEIPT OF  
NONCOMPLIANCE INFORMATION REPORT SUBMITTED  
UNDER 49 CFR PART 573**

Assigned Recall No. 96V-121.002 by the  
National Highway Traffic Safety Administration

Part 573 Report Date: July 2, 1996

MANUFACTURER: American Suzuki Motor Corporation

MANUFACTURER CONTACT: Mr. Kenneth M. Bush  
Regulations Manager, Govt. Relations Dept.

FAX: (714) 996-9789

SUBJECT: 4,325 Suzuki 1996 Sidekick model vehicles manufactured from August 1995 through June 1996. The fuel tank can be punctured by a fuel tank flange attachment reinforcement during certain types of rear-end collisions. This does not comply with FMVSS No. 301, "Fuel System Integrity."

This is an initial acknowledgement for this recall. A formal acknowledgement letter will be forthcoming shortly. After our review of your report and associated documents, we may have additional comments or concerns.

Under 49 U.S.C. § 30112(a), it is illegal for anyone, including a manufacturer, distributor, dealer, or retailer to sell an item of equipment or vehicle which fails to comply with all applicable Federal motor vehicle safety standards.

This recall campaign was the subject of an information request, IR-1711, conducted by the Office of Vehicle Safety Compliance.

Notes: We have reviewed your draft owner notification letter and it meets the requirements of Part 577. Also, as stated in your report, owner notification letter mailing should begin during July 1996.

Note: Suzuki Campaign No. S1.

If you have any questions, please call:

Patricia Wallace, Recall Analyst on (202) 366-5232 or  
Jonathan White, Chief on (202) 366-5227  
Recall Analysis Division

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION



To: ASMC #D  
ATTN: MR. NARUSE

AUG/9/96

1日長野

1つは、様には J. Karr と Perkins (当社の代表) に対し  
当社の FAX を、その日 Perkins に X-11 致しました。



SUZUKI MOTOR CORPORATION  
300 TAKATSUKA, HAMAMATSU, JAPAN

よって、701 ボールジョイントは、当方から

直接は連絡しておりません  
Aug. 9. 1996

TELEX 4225571SUZUKI J  
FAX 81-53-445-0040  
CABLE ADDRESS

Mr. J. C. Perkins,  
V.P.-General Manager  
Chevrolet Motor Division, Central Office,  
30007 Van Dyke Avenue, Room 105-02,  
Warren, Michigan 48090

Your ref. \_\_\_\_\_

Our ref. \_\_\_\_\_

701 ボールジョイント

Re : 1996 4-door Geo Tracker Fuel Tank

Dear Mr. Perkins,

I regret to inform you of a product problem involving the Geo Tracker. The problem relates to noncompliance to FMVSS 301 requirement, and all 1996 4-door Trackers produced before June 21, 1996 are affected.

A report of the problem, cause and corrective action is summarized as follows.

Problem Description:

A compliance test conducted by NHTSA revealed that 1996 4-door Tracker did not comply with the requirement of FMVSS 301 (fuel leakage). This noncompliance was caused by combination of 1) inappropriate location of spot welding on the fuel tank gusset, 2) inappropriate positioning of the fuel tank gusset, and 3) redesigned fuel tank bracket for 1996 MY vehicles.

Countermeasures :

Locations of spot welding and positioning of parts will be specified in the design drawings.

Corrective Action:

- 1) Modified gussets with flange for the 4-door Tracker have been installed on the production vehicles since June 21, 1996 at CAMI.
- 2) Gusset attachment tooling has been changed to assure gusset orientation square on the flange.
- 3) Upgraded manufacturing controls were implemented to assure proper spot weld positioning when attaching the gusset to the tank flange.
- 4) Regarding field fix, modified gussets with flange will be added between fuel tank bracket and fuel tank.

Suzuki regrets this unfortunate error and your kind understanding and cooperation to correct the error in the market would greatly be appreciated.

Sincerely,

T. Miyake

S 212230

To: ASMC KIRO  
ATTN: MR. NARUSE

AUG/9/96

E 31/NOYO

I sent this letter by fax to J. Karr and Perkins (this letter is addressed to him) and then also mailed it to Perkins. Therefore, we did not contact Mr. Prevost directly.



**SUZUKI**

SUZUKI MOTOR CORPORATION  
300 TAKATSUKA, HAMAMATSU, JAPAN

TELEX 4225571SUZUKI J  
FAX 81-53-445-0040  
CABLE ADDRESS

Mr. J. C. Perkins,  
V.P.-General Manager  
Chevrolet Motor Division, Central Office,  
30007 Van Dyke Avenue, Room 105-02,  
Warren, Michigan 48090

Your ref. \_\_\_\_\_

Ow ref. \_\_\_\_\_

Prevention letter

Re : 1996 4-door Geo Tracker Fuel Tank

Dear Mr. Perkins,

I regret to inform you of a product problem involving the Geo Tracker. The problem relates to noncompliance to FMVSS 301 requirement, and all 1996 4-door Trackers produced before June 21, 1996 are affected.

A report of the problem, cause and corrective action is summarized as follows.

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**Countermeasures :**

Locations of spot welding and positioning of parts will be specified in the design drawings.

**Corrective Action:**

- 1) Modified gussets with flange for the 4-door Tracker have been installed on the production vehicles since June 21, 1996 at CAMI.
- 2) Gusset attachment tooling has been changed to assure gusset orientation square on the flange.
- 3) Upgraded manufacturing controls were implemented to assure proper spot weld positioning when attaching the gusset to the tank flange.
- 4) Regarding field fix, modified gussets with flange will be added between fuel tank bracket and fuel tank.

Suzuki regrets this unfortunate error and your kind understanding and cooperation to correct the error in the market would greatly be appreciated.

Sincerely,

**TRANSLATION**

**S 212231**

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION



SUZUKI MOTOR CORPORATION  
300 TAKATSUKA, HAMAMATSU, JAPAN

TELEX 4225571SUZUKI J  
FAX 81-53-445-0040  
CABLE ADDRESS  
"SUZUKI HAMAMATSU"

Your ref. \_\_\_\_\_

Our ref. \_\_\_\_\_

Aug. 9, 1996

Mr. Joseph D. Karr, Jr.  
Product Assurance Manager  
International Programs  
Chevrolet Motor Division

Attached is a letter to Mr. Perkins regarding the 1996 4-door Geo Tracker Fuel Tank.

I am sending this letter following the regular procedure.

Sincerely,

SUZUKI MOTOR CORPORATION

T. Naritomi, General Manager  
Overseas Service Department.

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION



SUZUKI MOTOR CORPORATION  
300 TAKATSUKA, HAMAMATSU, JAPAN

Aug. 9. 1996

TELEX 4225571SUZUKI J  
FAX 81-53-445-0040  
CABLE ADDRESS

Mr. J. C. Perkins,  
V.P.-General Manager  
Chevrolet Motor Division, Central Office,  
30007 Van Dyke Avenue, Room 105-02,  
Warren, Michigan 48090

Your ref. \_\_\_\_\_  
Our ref. \_\_\_\_\_

Re : 1996 4-door Geo Tracker Fuel Tank

Dear Mr. Perkins,

I regret to inform you of a product problem involving the Geo Tracker. The problem relates to noncompliance to FMVSS 301 requirement, and all 1996 4-door Trackers produced before June 21, 1996 are affected.

A report of the problem, cause and corrective action is summarized as follows.

Problem Description:

A compliance test conducted by NHTSA revealed that 1996 4-door Tracker did not comply with the requirement of FMVSS 301 (fuel leakage). This noncompliance was caused by combination of 1) inappropriate location of spot welding on the fuel tank gusset, 2) inappropriate positioning of the fuel tank gusset, and 3) redesigned fuel tank bracket for 1996 MY vehicles.

Countermeasures :

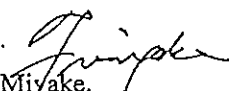
Locations of spot welding and positioning of parts will be specified in the design drawings.

Corrective Action:

- 1) Modified gussets with flange for the 4-door Tracker have been installed on the production vehicles since June 21, 1996 at CAMI.
- 2) Gusset attachment tooling has been changed to assure gusset orientation square on the flange.
- 3) Upgraded manufacturing controls were implemented to assure proper spot weld positioning when attaching the gusset to the tank flange.
- 4) Regarding field fix, modified gussets with flange will be added between fuel tank bracket and fuel tank.

Suzuki regrets this unfortunate error and your kind understanding and cooperation to correct the error in the market would greatly be appreciated.

Sincerely,

  
T. Miyake,  
Director & Deputy Executive General Manager,  
Engineering Division

S 212233

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION





コピー配付済



キ長殿、ノ長殿、ノヨ長野殿、谷脇殿、

8.9.96 キロ

成瀬

1. 「燃料タンク」プリベントタイプアクションレターの件  
貴8/9付けFAX. 拝受しました。  
GMへ提出頂いた件、了解しました。

以上、宜しくお願いします。

<完>

Copy already distributed

Narutomi  
Aug. 23, 1996

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Aug. 9, 1996

1. RE: Preventative action letter of the "fuel tank"

Thank you for the fax dated Aug. 9.

We acknowledged that you submitted the letter to GM.

TRANSLATION



コピー厳禁

1/3

10.10.28  
成瀬

~~キ長殿、~~ → ノ長殿、ノヨ長野殿、谷脇殿、

10.25.96 キロ 成瀬

- 1. 「燃料タンク」リコールの第一四半期レポートの件  
添え付けの四半期レポートを提出しました。

以上、報告致します。

<完>

Narutomi  
Oct. 28, 1996

Copy already distributed

To: KI-CHO → NO-CHO, Mr. Nagano, Mr. Taniwaki/NOYO

From: Naruse/KIRO on Oct. 25, 1996

1. RE: First quarter report of the "fuel tank" recall

This is to inform that the first quarter report has been submitted as attached herewith.

TRANSLATION



AMERICAN SUZUKI MOTOR CORPORATION

2/3

October 7, 1996

Mr. Michael B. Brownlee  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Mr. Brownlee:

Subject: Recall Campaign Number 96V-121.002 - First  
Quarterly Status Report

The attached quarterly status report is submitted on behalf of  
Suzuki Motor Corporation.

Please contact me if you have any questions regarding this  
information.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

Kenneth M. Bush  
Regulations Manager  
Government Relations Department

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

FIRST QUARTERLY STATUS REPORT  
JULY-SEPTEMBER 1996

- 1. Campaign number: 96V-121.002
- 2. Date notification began and date completed: Notification letters were sent to all known owners of affected vehicles on July 19, 1996.
- 3. Number of vehicles involved: 4,325
- 4. Number of vehicles inspected and repaired and number of vehicles inspected and determined not to need repair:  
3,260 vehicles inspected and repaired.
- 5. Number of vehicles determined to be unreachable for inspection:

75.4% 完

<u>Exported</u>	-	<u>55</u>
<u>Scrapped</u>	-	<u>1</u>
<u>Didn't Receive Notification</u>	-	<u>49</u>



FIRST QUARTERLY STATUS REPORT  
JULY-SEPTEMBER 1996

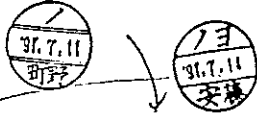
1. Campaign number: 96V-121.002
2. Date notification began and date completed: Notification letters were sent to all known owners of affected vehicles on July 19, 1996.
3. Number of vehicles involved: 4,325
4. Number of vehicles inspected and repaired and number of vehicles inspected and determined not to need repair:  
3,260 vehicles inspected and repaired. 75.4% implemented
5. Number of vehicles determined to be unreachable for inspection:
 

<u>Exported</u>	- <u>55</u>
<u>Scrapped</u>	- <u>1</u>
<u>Didn't Receive Notification</u>	- <u>49</u>

TRANSLATION



コピー配布済



→ 長殿、ノ長殿、ノヨ長殿、長野殿、飯田殿、

7.9.97 キロ *[Handwritten signature]*

1. タンクガセットリコールの第四四半期レポートの件  
添え付けました。ご査収下さい。

以上、宜しくお願いします。

<完>

Machino  
Jul. 11, 1997

Ando  
Jul.11, 1997

Copy already distributed

1/3

To: KI-CHO → NO-CHO, NOYO-CHO, Mr. Nagano, Mr. Taniwaki

From: Naruse/KIRO on Jul. 9, 1997

1. RE: First quarter report of the "fuel tank" recall  
Attached please find the above report.

TRANSLATION



AMERICAN SUZUKI MOTOR CORPORATION

July 9, 1997

Mr. Kenneth N. Weinstein  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Mr. Weinstein:

Subject: Recall Campaign Number 96V-121.002 - Fourth  
Quarterly Status Report

The attached quarterly status report is submitted on behalf of  
Suzuki Motor Corporation.

Please contact me if you have any questions regarding this  
information.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

A handwritten signature in black ink that reads 'Kenneth M. Bush'.

Kenneth M. Bush  
Regulations Manager  
Government Relations Department

3/3

FOURTH QUARTERLY STATUS REPORT  
APRIL-JUNE 1997

- 1. Campaign number: 96V-121.002
- 2. Date notification began and date completed: Notification letters were sent to all known owners of affected vehicles on July 19, 1996.
- 3. Number of vehicles involved: 4,325
- 4. Number of vehicles inspected and repaired and number of vehicles inspected and determined not to need repair:  
 ✓ 3,401 vehicles inspected and repaired.
- 5. Number of vehicles determined to be unreachable for inspection:
 

<u>Exported</u>	-	<u>54</u>
<u>Scrapped</u>	-	<u>1</u>
<u>Didn't Receive Notification</u>	-	<u>57</u>

実後率  
79%  
OK

EA12-005  
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3/3

FOURTH QUARTERLY STATUS REPORT  
APRIL-JUNE 1997

1. Campaign number: 96V-121.002
2. Date notification began and date completed: Notification letters were sent to all known owners of affected vehicles on July 19, 1996.
3. Number of vehicles involved: 4,325
4. Number of vehicles inspected and repaired and number of vehicles inspected and determined not to need repair: 3,401 vehicles inspected and repaired. 79% implemented
5. Number of vehicles determined to be unreachable for inspection:
 

Exported	-	54
Scrapped	-	1
<u>Didn't Receive Notification</u>	-	57

JK

TRANSLATION





**SUZUKI FAX COMMUNICATION**

Mr. Bob Prevost  
Geo Engineering  
General Motors Corp.  
FAX: 810-492-6842

May 28, 1996

Dear Mr. Prevost;

Subject: Tracker EV 4DR, FMVSS 301 Rear Moving Barrier

Could you ask NHTSA so that we are able to get a copy of the Tracker EV 4DR rear moving barrier test results? We really need to review it. I think that it is very important. I appreciate your understanding and cooperation, thank you.

We will see you around 1:30 PM at your office on 5/30 (Th).

Sincerely,



M. Igarashi, Ph.D. (Fax: 81-53-440-2549, Tel: 81-53-440-2720)

Manager, Analysis Dept., Automobile Testing Div.

CC: Atsumi,



FAX to  
Dr. Igarashi  
Suzuki Motor  
from  
Bob Prevost  
Geo Energy  
6/11/96

REPORT NUMBER: 301-CAL-96-10

**SAFETY COMPLIANCE TESTING FOR FMVSS 301  
FUEL SYSTEM INTEGRITY**

CAMI-AUTOMOTIVE INC. CANADA  
1996 GEO TRACKER  
4-DOOR MPV

NHTSA NUMBER: CT0108

CALSPAN TEST NUMBER: 8344-10

CALSPAN SRL CORPORATION  
P.O. BOX 400  
BUFFALO, NEW YORK 14225

NHTSAの委託の件は CALSPAN によ  
り行われた 96MY トヨタ 4DR FMVSS 301  
後突燃料もれテストの 正式レポート  
を CALSPAN が NHTSA に提出された。  
これはそのコピーです。

この報告書の結論として「以下の燃料  
もれが発生した。この車両は FMVSS  
301 に適合していない。」



May 17, 1996

FINAL REPORT

PREPARED FOR:

U. S. Department of Transportation  
National Highway Traffic Safety Administration  
ENFORCEMENT  
Office of Vehicle Safety Compliance  
400 Seventh Street, S. W.  
Room No. 6115 (NEF-30)  
Washington, DC 20590

	今回テスト	法規
テスト直後 5分間の 燃料もれ	19.7 cc/分 (557 cc/分)	5 cc/分以下 (141 cc/分)
その後 25分間の 燃料もれ	1.5 cc/分の (42 cc/分)	1 cc/分以下 (28.3 cc/分)

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION


REPORT NUMBER: 301-CAL-96-10

SAFETY COMPLIANCE TESTING FOR FMVSS 301  
FUEL SYSTEM INTEGRITY

CAMI-AUTOMOTIVE INC. CANADA  
1996 GEO TRACKER:  
4-DOOR MPV

NHTSA NUMBER: CT0108

CALSPAN TEST NUMBER: 8344-10

FAX to   
Dr. Igarashi  
Suzuki Motor  
from  
Bob Prevost  
Geo Energy  
6/11/96

CALSPAN SRL CORPORATION  
P.O. BOX 400  
BUFFALO, NEW YORK 14225



Calspan corporation has submitted to NHTSA the official report of the FMVSS No. 301, Rear Impact Fuel System Integrity test on the 1996 Geo Tracker conducted by Calspan for NHTSA under contract.

This is a copy of that.

This test report concludes that this vehicle does not comply with the requirements of FMVSS No. 301 due to the leak of fuel detected as described below.

	Test results	Requirements
Leak in the 5 minutes following the impact.	19.7 oz.(557g)	5.0 oz. or less (141 g)
Leak for the next 25 minutes	1.5 oz./min. (42 g/min.)	1 oz./min. or less (28.3 g/min.)

May 17, 1996

FINAL REPORT

PREPARED FOR:

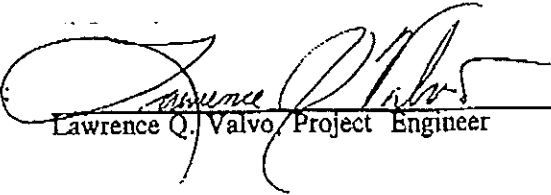
U. S. Department of Transportation  
National Highway Traffic Safety Administration  
ENFORCEMENT  
Office of Vehicle Safety Compliance  
400 Seventh Street, S. W.  
Room No. 6115 (NEF-30)  
Washington, DC 20590


TRANSLATION

S 212248

EA12-005  
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This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared By:   
Lawrence Q. Valvo, Project Engineer

Approved By:   
David J. Favale, Program Manager  
Transportation Sciences Center

Approval Date: June 3, 1996

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By: 

Acceptance Date: June 6, 1996

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No.  301-CAL-96-10		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS301 Compliance Testing of a 1996 Geo Tracker 4-door MPV NHTSA No. CT0108				5. Report Date May 17, 1996	
				6. Performing Organization Code CAL	
7. Author(s) Lawrence Q. Valvo, Project Engineer David J. Travale, Program Manager				8. Performing Organization Report No. 8344-10	
9. Performing Organization Name and Address Calspan Advanced Technology Center P.O. Box 400 Buffalo, New York 14225				10. Work Unit No.	
				11. Contract or Grant No. DTNH22-94-E-01136	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance (NEF-30) 400 Seventh St, S.W., Rm. 6115, Washington, D.C. 20590				13. Type of Report and Period Covered Final Test Report	
				14. Sponsoring Agency Code NEF-30	
15. Supplementary Notes					
16. Abstract  Compliance tests were conducted on the subject 1996 Geo Tracker 4-door MPV in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301-01 for the determination of FMVSS 301 compliance. Test failures identified were as follows:  The test vehicle did not appear to comply with all requirements of FMVSS 301 "Fuel System Integrity." The vehicle spilled 19.7 oz. of stoddard by weight in the 5 minutes following the impact after the vehicle motion ceased and continued to leak at a rate of 1.5 oz./minute for the next 25 minutes. Both of these values exceeded the requirements of FMVSS No. 301 "Fuel System Integrity," therefore the rollover phase of the test was not conducted. Underbody high speed cameras documented stoddard leakage that occurred during the impact from the right rear quadrant of the fuel tank.					
17. Key Words Compliance Testing Safety Engineering FMVSS 301			18. Distribution Statement Copies of this report are available from: NHTSA Technical Reference Division Room 5108 (NAD-52), 400 Seventh, S.W., Washington, D.C. 20590 Telephone No. (202) 366-4946		
19. Security Classif. (of this report) UNCLASSIFIED		20. Security Classif. (of this page) UNCLASSIFIED		21. No. of Pages	22. Price

EA12-005  
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EA12-005  
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## Section 1

## PURPOSE OF COMPLIANCE TEST

This 30 mph rear moving barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 301 Compliance Test Program conducted for the National Highway Traffic Safety Administration (NHTSA) by Calspan SRL Corporation under Contract No. DTNH22-94-C-01136. The purpose of this test was to determine if the subject vehicle, a 1996 Geo Tracker 4-door MPV, meets the performance requirements of FMVSS No. 301, "Fuel System Integrity." This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-301-01, dated March 28, 1994.

## Section 2

## COMPLIANCE TEST RESULTS SUMMARY

A 3239 pound 1996 Geo Tracker 4-door MPV was impacted from the rear by a 3959 pound moving barrier at a velocity of 29.5 mph. The test was performed by the Calspan SRL Corporation on May 17, 1996.

One instrumented Part 572 E and non-instrumented Part 572 B, 50th percentile male Anthropomorphic Test Device (ATD) were placed in the driver and right-front passenger seating positions respectively.

Average longitudinal crush was 11.8 inches. Pre- and post-test photographs of the vehicle can be found in appendix A.

Prior to the impact, the vehicle fuel tank contained 13.5 gallons of orange stoddard fluid (93% Usable Capacity). The vehicle spilled 19.7 oz. of stoddard by weight in the 5 minutes following the impact after the vehicle motion ceased and continued to leak at a rate of 1.5 oz./minute for the next 25 minutes. Both of these values exceeded the requirements of FMVSS No. 301 "Fuel System Integrity," therefore the rollover phase of the test was not conducted. Underbody high speed cameras documented stoddard leakage that occurred during the impact however this leakage was unable to be collected. Stoddard leakage seemed to occur from the right rear portion of the fuel tank near its vehicle attachment point. Section 3 of this report presents the compliance test data.

The crash event was recorded by one real-time and eight high-speed cameras. Camera locations and other pertinent camera information are found on pages 3-9 and 3-10 of this report.

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 1996 Geo Tracker 4-door MPV  
 NHTSA No.: CT0108 ; VIN: 2CNBJ1362T6905729 ; Color: Green  
 Engine Data: 4 cylinders; - CID; 1.6 Liters; - cc  
 Placement: X Longitudinal or In-Line; - Transverse or Lateral  
 Transmission Data: 4 speeds; - Manual; X Automatic; X Overdrive  
 Final Drive: - Rear Wheel Drive; - Front Wheel Drive; X Four Wheel Drive  
 Major Options: X A/C; X Pwr.Strg.; X Pwr. Brakes  
- Pwr. Windows; - Pwr. Door Locks; - Tilt Wheel  
 Date Received: 2-12-96 ; Odometer Reading 75 miles  
 Selling Dealer: West-Herr Chevrolet, Inc.  
 & Address: P.O. Box 158 Eden, NY 14057-0158

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: CAMI-AUTOMOTIVE INC. CANADA  
 Date of Manufacture: 08/95  
 GVWR: 3527 lbs.; GAWR: 1697 lbs. FRONT; 2116 lbs. REAR

DATA FROM TIRE PLACARD:

Location of Placard on Vehicle: Driver B-pillar  
 Tire Pressure with Maximum Capacity Vehicle Load: 44 psi FRONT 44 psi REAR  
 Recommended Tire Size: 205/75 R16  
 \* Recommended Cold Tire Pressure: 23 psi FRONT; 23 psi REAR  
 Size of Tires on Test Vehicle: 205/75 R16  
 Type of Spare Tire: 205/75 R16 (on rear gate)

Vehicle Capacity Data:

Type of Front Seats:	<u>-</u> Bench;	<u>X</u> Bucket;	<u>-</u> Split Bench
Number of Occupants:	<u>2</u> Front;	<u>2</u> Rear;	<u>4</u> Total
Vehicle Capacity Weight (VCW) =	<u>714</u> lbs.		
No. of Occupants x 150 lbs. =	<u>600</u> lbs.		
Rated Cargo/Luggage Weight (RCLW) =	<u>114</u>		

\*Tire pressure used for test

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)FUEL SYSTEM DATA (continued):

Test Fluid Type:	Stoddard solution	
Test Fluid Specific Gravity:	0.764	
Test Fluid Kinematic Viscosity:	0.96	centistokes
Test Fluid Color:	Orange	(*red* is preferred)
Type of Vehicle Fuel Pump:	Electric	
Electric Fuel Pump Operation with Ignition Switch ON and Engine OFF - Fuel pump operated.		
Details of Fuel System:	Fuel tank is located between the rear bumper and rear axle, fuel filler is located on the left rear quarter panel aft of the rear axle, fuel lines are routed along the inboard side of the right frame rail.	

Table 4

POST IMPACT DATA

TYPE OF TEST:

Type of Test: Rear Barrier Impact Angle: 0°  
 Test Date: May 17, 1996 Time: 15:45 Temperature: 73 °F  
 Vehicle NHTSA No.: CT0108  
 Required Impact Velocity Range: 28.9 to 29.9 mph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 29.5 mph; Trap No. 2 = 29.5 mph  
 Average Impact Speed = 29.5 mph

VEHICLE STATIC CRUSH: (For frontal and rear impacts only.)

Vehicle Length:

Pre-Test Right = 155.4 ; C/L = 157.0 ; Left = 155.5  
 Post-Test Right = 143.5 ; C/L = 145.5 ; Left = 143.5  
 Crush Right = 11.9 ; C/L = 11.5 ; Left = 12.0  
 AVERAGE = 11.8 inches

Section 3

COMPLIANCE TEST DATA

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

Table 5

**FRONT SEAT OCCUPANT MEASUREMENTS  
(FOR REAR IMPACT ONLY)**

	DRIVER (Serial #341)
WA°	44 deg.
SWA°	58 deg.
SCA°	32 deg.
SA°	18 deg.
HZ	10.4
HH	19.1
HW	24.7
HR	8.7
NR	17.0 Angle 13.0 deg.
CD	21.7
CS	12.8
RA	8.0
KDL	6.1 Angle (KDA) 36 deg.
KDR	5.8
PA°	24 deg.
TA°	41 deg.
KK	11.1
ST	22.1 Angle 10
SK	22.0 Angle 93
SH	7.3 Angle 127
SHY	7.8
HS	10.6
HD	5.3
AD	2.6

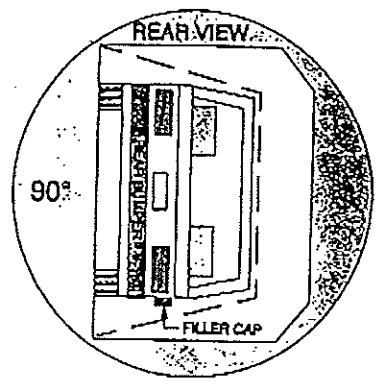
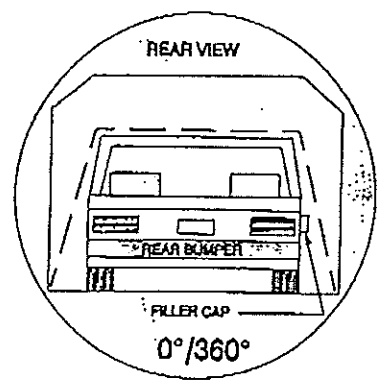


Table 7

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE :  
0-90 Deg.

Vehicle NHTSA ID No.:  
CT0108



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	-	minutes	-	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
<b>TOTAL</b>	0	minutes	0	seconds
Next whole minute interval	0	minutes		

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

N/A	N/A	N/A	N/A
-----	-----	-----	-----

Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

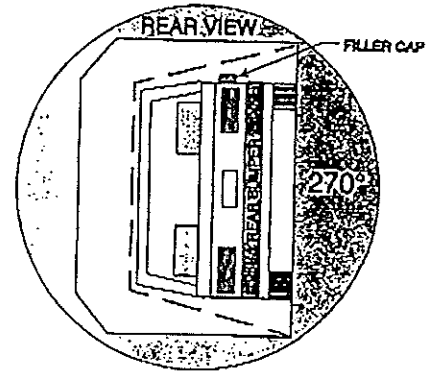
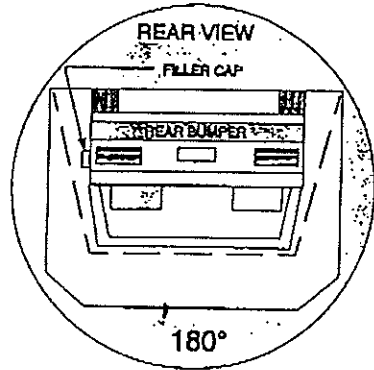
Rollover not conducted.

EA12-005 PRODUCED BY SUZUKI MOTOR CORPORATION

Table 7  
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE :  
 180-270 Deg.

Vehicle NHTSA ID. No.:  
 CT0108



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	-	minutes	-	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
<b>TOTAL</b>	0	minutes	0	seconds
Next whole minute interval	0	minutes		

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

N/A	N/A	N/A	N/A
-----	-----	-----	-----

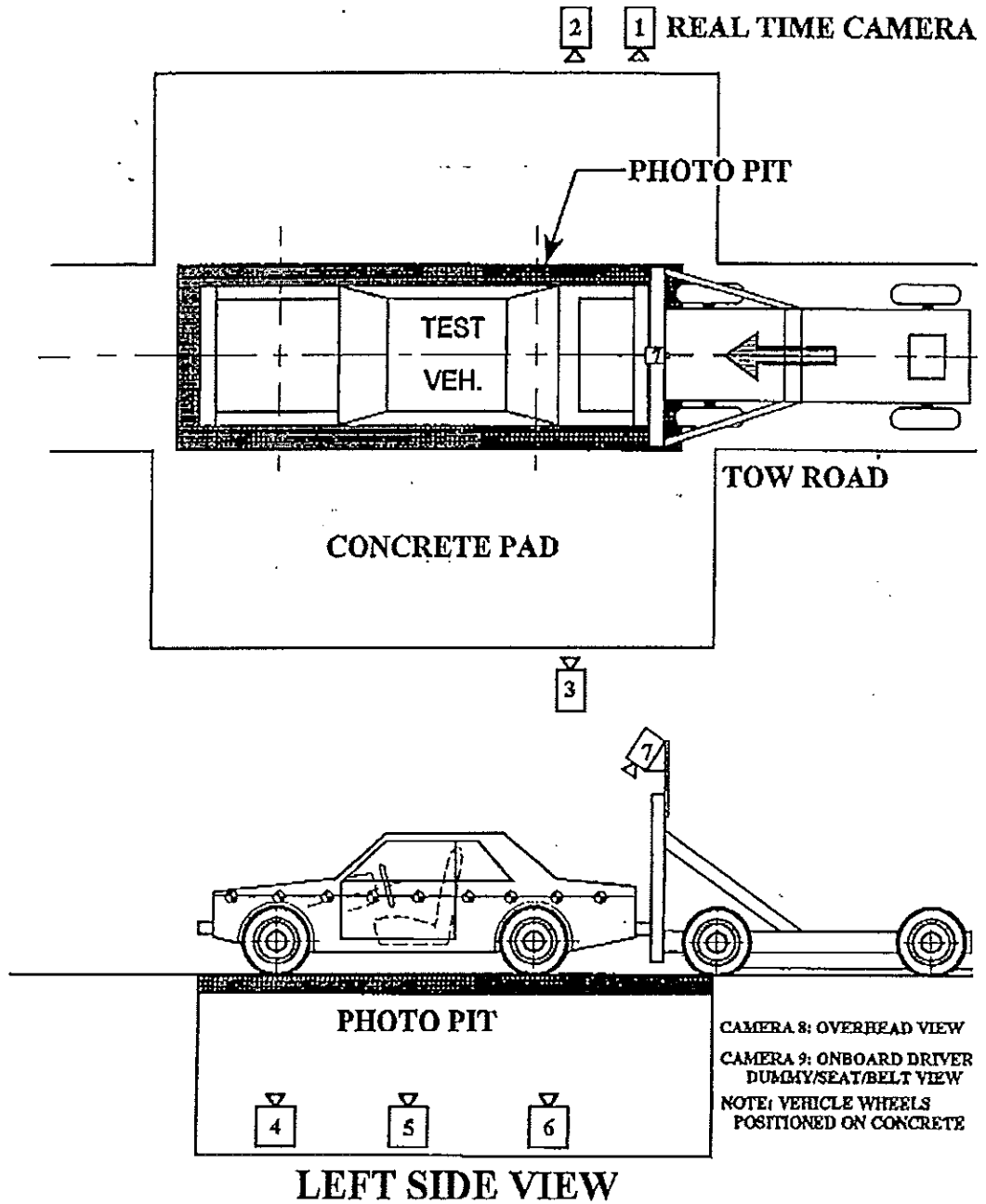
Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

Rollover not conducted.

Figure 2

CAMERA POSITIONS FOR REAR IMPACTS



EA12-005  
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1996 MY Geo Tracker 4 Door

NHTSA 301

Chronology:

3/18/96 GM responds to NHTSA request for test parameters

5/17/96 Test by NHTSA contractor lab (Calspan, Buffalo, NY)

5/24/96 GM SRC contacted by NHTSA

- problem with Tracker meeting MVSS 301

5/31/96 SRC, Suzuki Motor, & Geo Engineering inspect test vehicle and test information, including video, of test

5/31/96 Suzuki Motor Engineering start investigation of situation

- Safety & Restraints Center with Geo Engineering begin investigation and meetings concerning situation

6/11/96 CAMI Engineering Change Notice of new fuel tank gusset design

6/20/96 Suzuki Engineering investigation completed

6/21/96 GM PPEC meeting

## CAMI Production Vehicle Status

### 1. Design Change Documentation

- Aug. 21/95 Modified bracket (KD) introduced to production
- June 11/96 ECN of modified gusset issued from Suzuki
- June 13/96 Meeting with supplier (PMP) held for discussing production change
- June 17/96 New gusset arrived at CAMI from Suzuki
- June 19/96 Process change in supplier
- June 21/96 New fuel tank delivered to CAMI for production start

### 2. Breakpoint and Vehicle Population Assessment \*

96 MY Longbody, modified bracket, and original gusset.

Production Date

Aug. 21/95 ---- June 21/96

GM US	18,473	(est June 21)
Suz - US	4,264	(est June 21)
Suz - Canada	<u>875</u>	(est June 21)
Total	23,612	

\* no GM - Canada vehicles involved

# Tracker/Sidekick 4DR FMVSS 301 Fuel Leakage Investigation

- Fuel leakage occurred at NHTSA compliance test conducted on 5/17/96
- Amount of fuel leakage; 19.7 oz for first 5 minutes, then 1.5 oz /minute
- The location of fuel leakage; fuel tank rear wall
- The vehicle tested by NHTSA including fuel leakage was inspected by Suzuki/GM on 5/31/96
- Suzuki compliance test summary - no fuel leakage occurred in the past tests

## 4DOOR TRACKER/SIDEKICK FMVSS301 TESTS

MY		TEST NO	TEST DATE	SPEED	FUEL LEAKAGE
91MY	4WD	90-061	07/06/90	33.7 mph	NONE
92MY	2WD	91-108	07/31/91	33.4 mph	NONE
95MY	4WD	63-171	03/17/95	34.5 mph	NONE
96MY	2WD	75-292	05/29/95	33.7 mph	NONE
	4WD	76-161	06/16/95	35.0 mph	NONE



# Tracker/Sidekick 4DR FMVSS 301

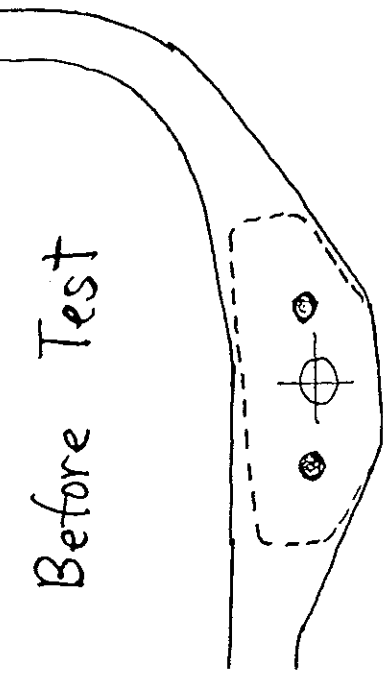
## Fuel Leakage Investigation

### Cause of Fuel Leakage

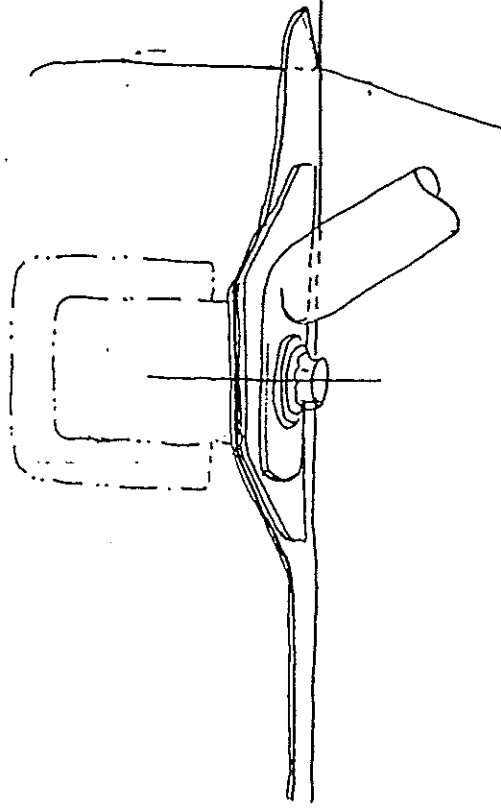
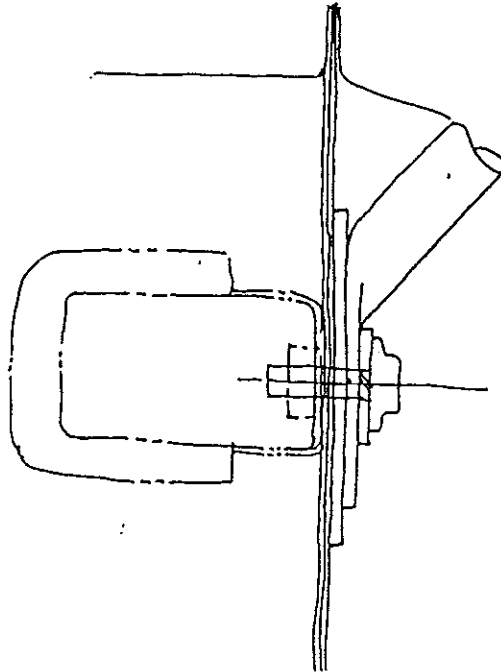
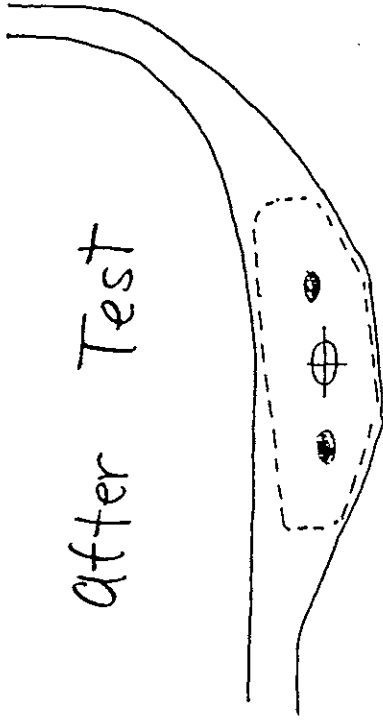
- Fuel leakage caused by a combination of three factors
- 96MY fuel tank support bracket has higher rigidity in terms of fuel tank deformation under rear moving barrier impact
- The location of fuel tank flange gusset varies
- The gusset spot welding location varies

95 MY Tank Bracket

Before Test

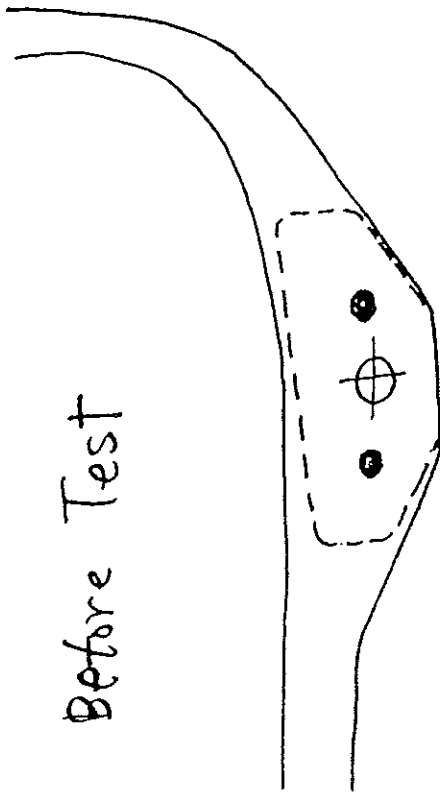


After Test

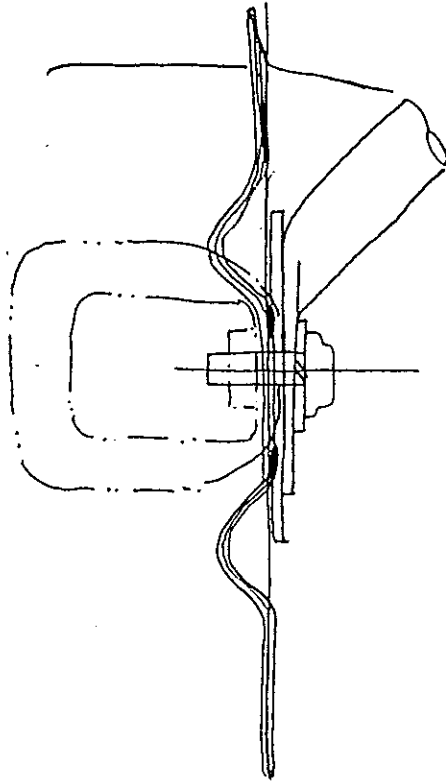
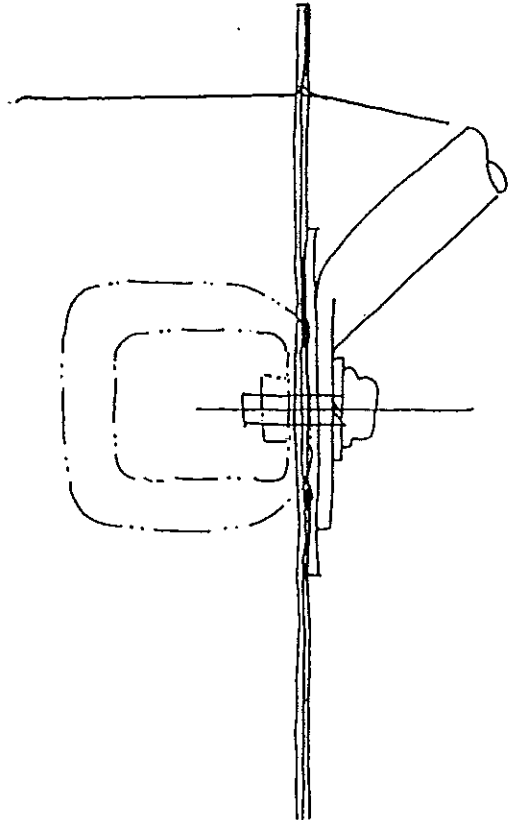
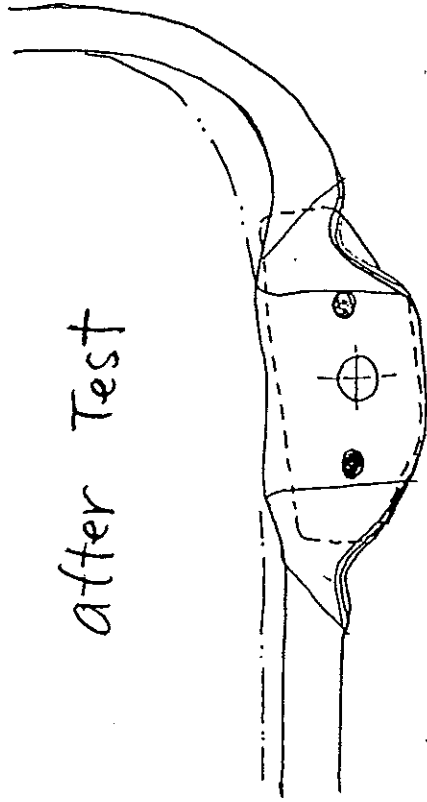


96MY. Tank Bracket

Before Test



after Test



**Estimated Subject Vehicles : 96MY. Tracker/Sidekick 4DR.**

		4 DOOR		
		Production Site	2WD	4WD
SUZUKI Sidekick	CAMI plant	1,265	3,782	
	IWATA plant In JAPAN	414	204	
Geo Tracker Pontiac Sunrunner	CAMI plant	5,301	14,354	
Total		6,980	18,340	
		25,320		

( Note : Estimated Subject Vehicles were assembled from 96MY. S.O.P. through May 31,1996)

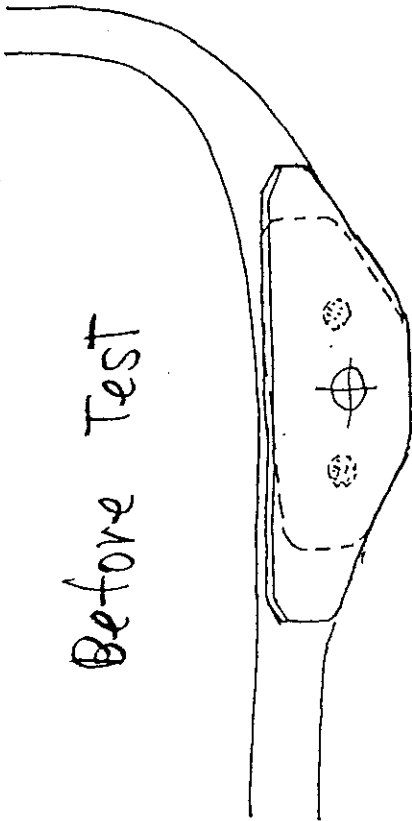
# Tracker/Sidekick 4DR FMVSS 301

## Fuel Leakage Investigation Countermeasures take place

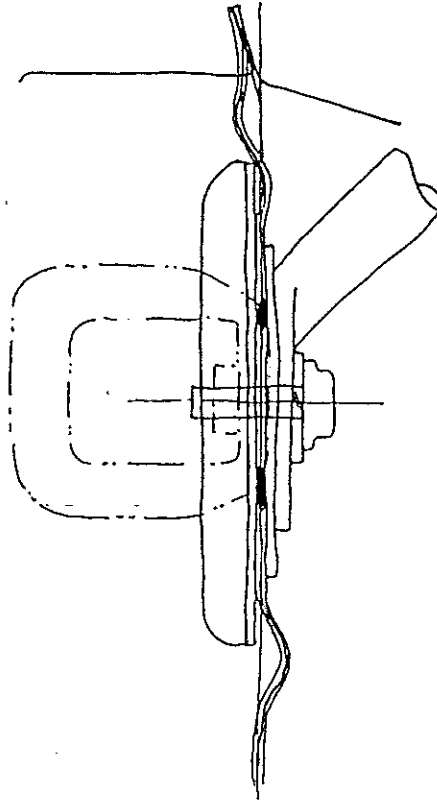
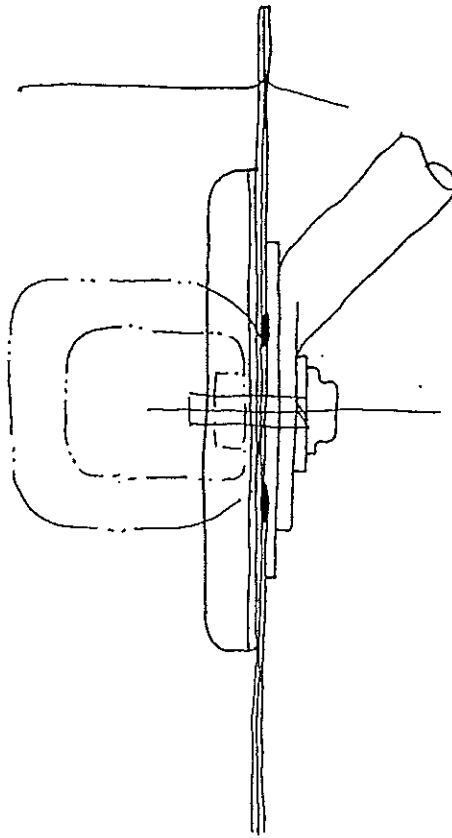
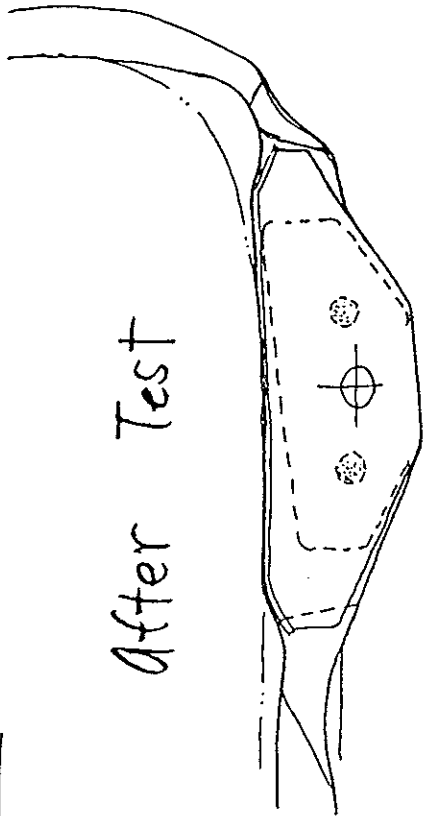
- Production vehicles at CAMI & Iwata
- Change to new gusset starting from;  
June 21, 1996 at CAMI(\*)  
July , 1996 at Iwata
- Retrofit
- Additional gusset to be installed by using the  
existing fuel tank fastening bolt  
(\* ) all GM vehicles built at CAMI

Retrofit

Before Test



After Test



# Tracker/Sidekick 4DR FMVSS 301

## Fuel Leakage Investigation Validation of Countermeasures

- Effectiveness of new gusset has been confirmed by (1) bench test, (2) rear moving barrier test (30 mph), (3) rear moving barrier test (33.7 mph), (4) car to car
- Effectiveness of retrofit gusset has been confirmed by (1) bench test, (2) rear moving barrier test (33.7 mph)







# Facsimile Cover Sheet

**To:** M. Igarashi - Suzuki  
 Bob Prevost - Geo  
**Company:** see above  
**Phone:**  
**Fax:** 8-011-81-53-440-2549 (Igarashi)  
 2-1164 (Prevost)

**From:** Paul Eichbrecht  
**Company:** General Motors Corporation  
 NAO Engineering / Safety Center  
**Phone:** 810-947-1731 (8-227-1731)  
**Fax:** 810-986-8018 (8-226-8018)

**Date:** 6/25/96  
**Pages including this cover page:** 4

**Comments:**

Attached is the NHTSA Information Request we have been expecting regarding the '96 Tracker 4-door FMVSS 301 test result in NHTSA's rear moving barrier test. GM received the request today. It would require a GM response to NHTSA by July 24, 1996 under normal circumstances. However, due to the GM July shutdown, I may need to determine whether NHTSA will allow more time for our response if we need extra time. Please let me know if extra time is needed.

Please provide to me all of the information the NHTSA requests. In order for an effective and timely response to be developed, reviewed and approved, I am requesting that the information be received at my office by July 15, 1996, if possible.

Please note that NHTSA request numbers 1 and 3 require information related to all of FMVSS 301's requirements, i.e. front, front angled, lateral and rear impacts.

Thank you for your cooperation in this matter.

1/4

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

Rec'd 6/25



U.S. Department of Transportation  
National Highway Traffic Safety Administration

400 Seventh Street, S.W.  
Washington, D.C. 20590

JUN 19 1996

Mr. Millford Bennett, Director  
Safety Affairs, Safety Center  
Engineering Building S3-S17  
General Motors Corporation  
30200 Mound Rd., I-11, P.O. Box 9010  
Warren, MI 48090-9010

IR 1711

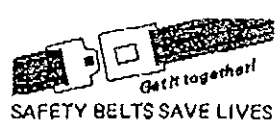
Dear Mr. Bennett:

The National Highway Traffic Safety Administration (NHTSA) tested a 1996 Geo Tracker 4-door sport utility vehicle to the rear impact requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 301, "Fuel System Integrity", at SRL Calspan Corporation in Buffalo, New York, on May 17, 1996. The vehicle spilled 19.7 oz. of stoddard solvent in the 5 minute period directly following the 29.5 mph rear impact by the moving barrier. It continued to leak at a rate of 1.5 oz/minute for the next 25 minutes. These test results indicate that the vehicle appears to be in noncompliance with the standard.

On May 31, 1996, General Motors representatives visited Calspan and inspected the test vehicle. During the visit, your representatives requested a copy of the test report and film. A copy of each was mailed to Mr. Paul Eichrecht on June 6, 1996.

To aid in our analysis, we are requesting the following information for the Geo Tracker 4-door:

1. Provide a list of all tests used as a basis for certification of the subject vehicle to all of the requirements of FMVSS 301. Include developmental, and surveillance tests of preproduction, pilot and serial production vehicles. List the amount of leakage, if any, by weight for each test. Identify the test configuration for each test, i.e. frontal, lateral, or rear. If no rear impact tests were performed on the subject vehicle, provide an explanation why rear impact tests were not performed. Include your engineering analyses which led you to make such a determination.
2. Provide the production starting date and the number of Geo Tracker 4-door vehicles imported for sale in the United States, until the date of response to this letter, with the same fuel system components and design as that in NHTSA's test. Include all model and trim lines.



3/4

AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area (202) 366-0123

EA12-005  
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S 212276

3. Describe all changes (i.e., to components, manufacturing processes, quality audits, etc.) to the Geo Tracker 4-door beginning with the start of production and all subsequent changes, which may affect conformance to the requirements of FMVSS No.301. For each change, state the date it was implemented in production and reason for the change. State the date the NHTSA test vehicle was completed and identify which of the changes it contained.
4. Provide information, including a summarization of all engineering analyses, pertaining to your review of the compliance test conduct, test report and film.
5. Provide all information and data pertaining to investigations and corrective actions your company is considering or has initiated as a result of the test failure.
6. Provide a list of all consumer complaints your company has received that are related to the test failure.
7. Provide any other pertinent information you may wish to introduce.

A timely and complete response is required to avoid another potential violation of agency regulations. The response should repeat each question and provide a separate answer for each.

Two copies of your response referencing IR 1711 JJo must be sent to me within 20 working days after you receive this letter. If you need additional time to complete your response, please call Mr. James Jones on (202) 366-5294 at least 5 days prior to the due date. You must also submit the request in writing via mail or FAX to (202) 366-3081. You will be notified whether your request has been granted and for how long.

Confidential business information must be sent in a separate enclosure marked confidential. A copy of that material must be sent under separate cover to the agency's Chief Counsel/NCC-01. If you have any questions concerning confidential information, call Ms. Heidi Coleman on (202) 366-1834.

If you determine that a noncompliance does exist, 49 USC §30118(c) and §30120 (formerly sections 151 and 154 of the Act) require the prompt initiation of a recall notification and remedy campaign. The agency takes a manufacturer's timely and cooperative action into consideration when deciding the appropriateness and amount of civil penalty for a confirmed noncompliance.

3/4

S 212277

If you have any technical question concerning this matter, please contact Mr. James A. Jones of my staff on (202) 366-5294.

Sincerely,

*Marilynne Jacobs*  
Marilynne Jacobs, Director  
Office of Vehicle Safety Compliance

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

4/4

S 212278



FAX to

Dr Igarashi

301

FYI/request



# Facsimile Cover Sheet

Bob

8/1/96

To: Bob Prevost  
Company:  
Phone:  
Fax: 2-6842

From: Paul Eichbrecht  
Company: General Motors Corporation  
NAO Engineering / Safety Center  
Phone: 810-947-1731 (8-227-1731)  
Fax: 810-986-8018 (8-226-8018)

Date: 7/24/96

Pages including this  
cover page: 10

Comments:

You requested the Part 573 letter sent to NHTSA re: 1995<sup>6</sup> Geo Tracker 4-door FMVSS 301 campaign. It is attached. Sorry for the delay.

\* + 送付済 B/ON

96MY. Tracker 4DR 送付済燃料のGM. 1/3-16. 手紙が送付済を以て、配布済み。この書類は6月28日付にてNHTSAへ送付済み。

FAX to

301

Dr Igarzshi  
FYI/request



# Facsimile Cover Sheet

Bob

8/1/96

To: Bob Prevost  
Company:  
Phone:  
Fax: 2-6842

From: Paul Eichbrecht  
Company: General Motors Corporation  
NAO Engineering / Safety Center  
Phone: 810-947-1731 (8-227-1731)  
Fax: 810-986-8018 (8-226-8018)

Date: 7/24/96

Pages including this  
cover page: 10

### Comments:

You requested the Part 573 letter sent to NHTSA re: 1995<sup>6</sup> Geo Tracker 4-door FMVSS 301 campaign. It is attached. Sorry for the delay.

\* + 444 38/04

I circulate the GM Recall Campaign with respect to the fuel leak detected during the Rear Impact fuel System Integrity test on the 1996 Geo Tracker 4-Door.

This document was sent to NNTSA on June 28, 1996.

# TRANSLATION

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION



NAO Design & Engineering Centers

573 et

124

June 28, 1996

Mr. Michael B. Brownlee  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Mr. Brownlee:

The following information is submitted pursuant to the requirements of 49 CFR 573.5 as it applies to a determination by General Motors of a noncompliance involving certain 1996 Geo Trackers.

573.5(c)(1): Chevrolet Motor Division of the General Motors Corporation.

573.5(c)(2)(3)(4): This information is shown on the attached sheet.

573.5(c)(5): General Motors has decided that certain 1996 Geo Tracker (4-Door Models Only) vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear end collisions.

573.5(c)(6): General Motors was contacted by NHTSA in May of 1996 when a Tracker tested by the agency did not pass MVSS 301. An investigation was initiated to determine the cause and extent of the condition.

573.5(c)(8): This information is set forth in the dealer bulletin.

573.5(c)(9): Draft copies of the owner notification letter and dealer bulletin are attached. GM plans to begin mailing these notifications in July 1996. The final letter and bulletin will be forwarded when they are available.

Very truly yours,

E. E. Conner  
Director  
Product Investigations

1738  
attachments

Product Investigations - Rm. 1.5 Rm. 304 •  
General Motors Corporation • 30500 Mound Road • Box 9055 • Warren, MI 48090-9055  
(810) 969-8029 • FAX: (810) 947-2318



EA12-005  
 PRODUCED BY SUZUKI MOTOR CORPORATION

573.5(12)(3)(4)

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR  
 PLUS INCLUSIVE DATES OF MANUFACTURE

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM TO)	DESCRIPTIVE INFO. TO PROPERLY IDENTIFY VEH.	EST. NO. W/CONDITION
GEO	J Trk	1996	18, 12*	06/85 06/96	Tractor	*Unknown

\* All affected vehicles will be corrected.

1734



# Campaign Bulletin

File In Section: Product Campaigns  
Bulletin No.: 96-C-38  
Date: June, 1996  
Draft 2: # <or> Final



## PRODUCT RECALL CAMPAIGN

FMVSS NON-COMPLIANCE CAMPAIGN

SUBJECT: 96-C-38 - FUEL TANK LEAKAGE

MODELS: 1996 GEO TRACKER (4-DOOR ONLY)

DRAFT  
A FINAL VERSION OF THIS DRAFT WILL BE USED  
IF THERE IS A DECISION TO CAMPAIGN

The Highway Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty (60) days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. As you will see in reading the attached copy of the divisional letter that is being sent to customers, the customers are being instructed to contact the appropriate Customer Assistance Center if their dealer does not remedy the condition within five (5) days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

### DEFECT INVOLVED

General Motors has decided that certain 1996 Geo Tracker (4-Door Models Only) vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear-end collisions.

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DEFECT INVOLVED (Con't)

If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source was present, fuel leakage resulting from this puncture could result in a post-crash fire.

To correct this condition, dealers will install two new gussets between the fuel tank and attachment brackets to prevent the reinforcement from puncturing the fuel tank wall.

VEHICLES INVOLVED

Involved are CERTAIN 1996 Geo Tracker (4-Door Models Only) vehicles built within the following VIN breakpoints:

YEAR	DIVISION	MODEL	PLANT	PLANT CODE	FROM	THROUGH
1996	Chevrolet/ Geo	Tracker	CAMI	"6"	T6903522	T6956453

NOTICE: Dealers should confirm vehicle eligibility through VISS (Vehicle Information Service System) or prior to beginning campaign repairs. [Not all vehicles within the above breakpoints may be involved]

Involved vehicles have been identified by Vehicle Identification Number. Computer listings containing the complete Vehicle Identification Number, customer name and address data have been prepared, and are being furnished to involved dealers with the campaign bulletin. The Customer name and address data furnished will enable dealers to follow-up with customers involved in this campaign. Any dealer not receiving a computer listing with the campaign bulletin has no involved vehicles currently assigned.

These dealer listings may contain customer names and addresses obtained from State Motor Vehicle Registration Records. The use of such motor vehicle registration data for any other purpose is a violation of law in several states. Accordingly, you are urged to limit the use of this listing to the follow-up necessary to complete this campaign.

PARTS INFORMATION

Notice: An initial supply of parts required to complete this campaign will be pre-shipped to involved dealers of record. This pre-shipment will occur the week of \_\_\_\_\_ ##, 1996. Parts received for a recently transferred vehicle should be forwarded by the original dealer (with a phone call) to the dealer that received the transferred vehicle. Pre-shipped parts will be charged to dealer's open parts account.

PARTS INFORMATION (Con't)

Additional parts, if required, are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" prior to ordering requirements. Normal orders should be placed on a DRO = Daily Replenishment Order. An emergency requirement should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/ Vehicle
91173498	Gusset (Package of 2)	2

CUSTOMER NOTIFICATION

Customers will be notified of this campaign on their vehicles by General Motors (see copy of divisional customer letter(s) included with this bulletin).

DEALER CAMPAIGN RESPONSIBILITY

All unsold new vehicles in dealers' possession and subject to this campaign must be held and inspected/repaired per the service procedure of this campaign bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this campaign at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

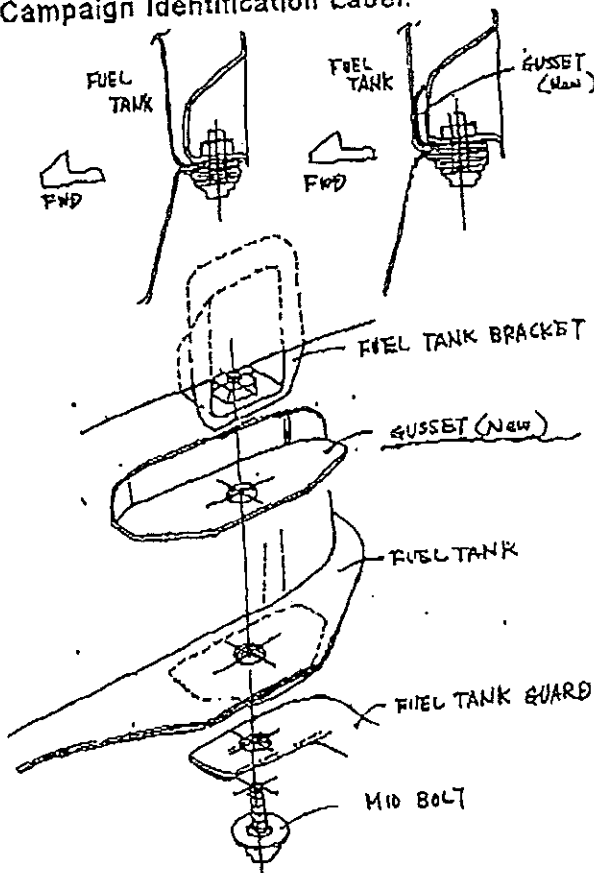
Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. This could be done by mailing to such customers a copy of the appropriate divisional customer letter accompanying this bulletin. Campaign follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this campaign enters your vehicle inventory, or is in your dealership for service in the future, please take the steps necessary to be sure the campaign correction has been made before selling or releasing the vehicle.

This bulletin is notice to you that the new motor vehicles included in this campaign may not comply with the standard identified above. Under 41 U.S.C. section 30112 of the Highway Safety Act as amended, it is illegal for a dealer to sell a new motor vehicle which the dealer knows does not comply with an applicable Federal Motor Vehicle Safety Standard. As a consequence, if you sell any of these motor vehicles without first performing the campaign correction, your dealership may be subject to a civil penalty up to \$1,000 for each such sale.

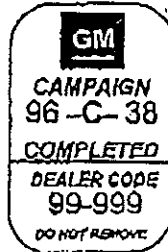
### SERVICE PROCEDURE

1. Raise and suitably support vehicle.
2. Support fuel tank with a suitable jack.
3. Slowly remove the two (2) rear fuel tank attachment bolts.
4. Install NEW gussets at each rear attachment locations as shown below.
5. Install rear fuel tank attachment bolts and torque to 35 Nm (26 lb. ft.).
6. Remove fuel tank support jack.
7. Lower vehicle.
8. Install the GM Campaign Identification Label.



**CAMPAIGN IDENTIFICATION LABEL**

Each vehicle corrected in accordance with the instructions outlined in this Product Campaign Bulletin will require a "Campaign Identification Label". Each label provides a space to include the campaign number and the five (5) digit dealer code of the dealer performing the campaign service. This information may be inserted with a typewriter or a ball point pen.



Each "Campaign Identification Label" is to be located on the radiator core support in an area which will be visible when the vehicle is brought in by the customer for periodic servicing. When installing the Campaign Identification Label, be sure to install the clear protective covering. Additional Campaign Identification Labels can be obtained from VISPAC Incorporated by calling 1-800-269-6100 (Monday-Friday, 8:00 a.m. to 4:30 p.m. EST). Ask for Item Number S-1015 when ordering.

Apply the "Campaign Identification Label" only on a clean, dry surface.

**CLAIM INFORMATION**

Submit a Product Campaign Claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	FAILED PART NO.	PARTS ALLOW	CC-FC	LABOR OP	LABOR HOURS
Install Fuel Tank Gussots	2	81173498	**	MA-96	V9951	0.3

- \* For Campaign Administrative Allowance, add 0.1 hours to the "Labor Hours".
- \*\* The "Parts Allowance" should be the sum total of the current GMSPD Dealer Net price plus 40% for parts required to complete the repair.

Refer to the General Motors Corporation Claims Processing Manual for details on Product Campaign Claim Submission.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer/builer for information on whether your vehicle may be covered by the information.



We Support  
 Voluntary Technician  
 Certification

96-C-38

(Notification Used By Chevrolet Motor Division)

July, 1996

Dear Geo Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

**REASON FOR THIS RECALL**

General Motors has decided that certain 1996 Geo Tracker (4-Door Models Only) vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity". The fuel tank on these vehicles may become punctured by a fuel tank flange attachment reinforcement (gusset) during certain types of rear-end collisions. If this were to occur, a punctured fuel tank could allow fuel spillage in excess of the amount prescribed by FMVSS 301. If an ignition source was present, fuel leakage resulting from this puncture could result in a post-crash fire.

**WHAT WE WILL DO**

To correct this condition, dealers will install two new gussets between the fuel tank and attachment brackets to prevent the reinforcement from puncturing the fuel tank wall.

**WHAT YOU SHOULD DO**

Please contact your Chevrolet/Geo dealer as soon as possible to arrange a service date and so the dealer may order the necessary parts for the repair. Instructions for making this correction have been sent to your dealer. The labor time necessary to perform this service correction is approximately fifteen minutes. Please ask your dealer if you wish to know how much additional time will be needed to schedule and process your vehicle.

The enclosed owner reply card identifies your vehicle. Presentation of this card to your dealer will assist in making the necessary correction in the shortest possible time. If you have sold or traded your vehicle, please let us know by completing the postage paid reply card and returning it to us.

Your Chevrolet dealer is best equipped to provide service to ensure that your vehicle is corrected as promptly as possible. If, however, you take your vehicle to your dealer on the agreed service date, and they do not remedy this condition on that date or within five (5) days, we recommend you contact the Chevrolet Customer Assistance Center by calling 1-800-222-1020.

JUL 24 '96 17:12

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PRODUCED BY SUZUKI MOTOR CORPORATION

S 212288

-2-

After contacting your dealer and the Customer Assistance Center, if you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 or call 1-800-424-9393 (Washington D.C. residents use 202-366-0123).

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

Chevrolet Motor Division  
GENERAL MOTORS

CORPORATION

Enclosure

JUL 24 '96 17:12

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\*\* TOTAL PAGE.010 \*\*

S 212289

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION







North American Operations  
Engineering Center

August 12, 1996  
USG 3265, Part II

Ms. Marilynne Jacobs, Director  
Office of Vehicle Safety Compliance (OVSC)  
National Highway Traffic Safety Administration  
400 Seventh Street SW.  
Washington, D.C. 20590

Dear Ms. Jacobs:

Subject: Information Request IR 1711 JJo

This letter and its attachments provide the General Motors Corporation (GM) response to the subject Information Request (IR), dated June 19, 1996. GM previously requested and was granted an extension of the due date for this response (ref. July 24, 1996 letter (USG 3265) from Francis R. Laux to Harry Thompson of your staff, and August 6, 1996 phone call from Francis R. Laux to you).

The IR relates to the fuel system fluid spillage incident during a rear moving barrier (RMB) impact enforcement test of a 1996 Geo Tracker 4-door vehicle. The subject vehicle is produced by CAMI Automotive Inc. (CAMI), a joint operation between GM and Suzuki Motor Corporation (Suzuki). The vehicle was tested for the National Highway Traffic Safety Administration (NHTSA) by Calspan SRL Corporation (Calspan) in Buffalo, New York on May 17, 1996. The test purpose was to determine performance relative to the RMB requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301, "Fuel System Integrity." During the specified measurement period following the impact, fuel system fluid spillage exceeded the limits of the standard. The NHTSA notified GM of this result by phone on May 24, 1996.

GM and Suzuki were surprised by the NHTSA test result. None of the FMVSS 301 compliance certification tests performed by Suzuki for the 1996 Geo Tracker 4-door model had exhibited any evidence of fuel system fluid spillage. Moreover, all the Suzuki tests performed to certify this model to the FMVSS 301 RMB requirements had been conducted at impact speeds higher than the 30 mph speed required by the standard. Additionally, the fuel system robustness in rear impacts appeared evident from high speed full overlap rear car-to-vehicle impact tests, also previously conducted by Suzuki for this model, in which no fuel system fluid spillage occurred. Thus, GM and Suzuki had a strong test basis that the subject vehicle complied with the RMB performance requirements of FMVSS 301. GM also had no other information to suggest that there was a possible fuel tank leakage condition on this model.

Safety & Restraints Center • Mail Code 480-111-S56  
General Motors Corporation • 30200 Mound Road • Box 9010 • Warren, Michigan 48090-9010  
Fax: 810-986-8018

EA12-005  
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S 212290

An inspection of the NHTSA test vehicle was undertaken at the Calspan test facility by NHTSA, GM and Suzuki representatives on May 31, 1996. The inspection confirmed that the fuel system fluid spillage came from a puncture of the fuel tank rear surface by a tank flange reinforcement (gusset) at the right rear attachment of the tank to the vehicle.

GM and Suzuki continued investigation of this incident and quickly determined its root cause as described below. GM immediately initiated a corrective action in production. On June 28, 1996 GM submitted to the NHTSA its Report of Noncompliance in accordance with 49 CFR 573.5. (Reference: June 28, 1996 GM letter (GM 1738) from E.E. Conner to Michael B. Brownlee), and immediately announced its recall and remedy action for all of the affected 1996 Geo Tracker 4-door vehicles.

GM's response is provided below for each NHTSA request from IR 1711. Each request is repeated for reference.

**1. Provide a list of all tests used as a basis for certification of the subject vehicles to all of the requirements of FMVSS 301. Include developmental, and surveillance tests of preproduction, pilot and serial production vehicles. List the amount of leakage, if any, by weight for each test. Identify the test configuration for each test, i.e., frontal, lateral, or rear. If no rear impact tests were performed on the subject vehicle, provide an explanation why rear impact tests were not performed. Include your engineering analyses which led you to make such a determination.**

Response

Attachment 1 provides the requested information. Suzuki conducted all the listed tests and no fuel system fluid spillage was evident on any test. The RMB tests were conducted at impact speeds higher than the 30 mph requirement of FMVSS 301. The list also includes high speed full overlap rear car-to vehicle impact tests which evidenced fuel tank/system robustness. See also our response to NHTSA request # 5.

**2. Provide the production starting date and the number of Geo Tracker 4-door vehicles imported for sale in the United States, until the date of response to this letter, with the same fuel system components and design as that in NHTSA's test. Include all model and trim lines.**

Response

The production start date for the affected vehicles was August 23, 1995. The number of affected vehicles is 18,121. This includes all the 1996 Geo Tracker 4-door vehicles produced from August 23, 1995 through June 21, 1996, until the corrective action (described in our responses to NHTSA requests #3 and #5 below) entered production on June 21, 1996.

**3. Describe all changes (i.e., to components, manufacturing processes, quality audits, etc.) to the Geo Tracker 4-door beginning with the start of production and all subsequent changes, which may affect conformance to the requirements of FMVSS No. 301. For**

each change, state the date it was implemented in production and the reason for the change. State the date the NHTSA test vehicle was completed and identify which of these changes it contained.

Response

Attachment 2 lists all the changes to the subject vehicle model, from start of production, which have the potential to affect its FMVSS 301 compliance. The 1996 Geo Tracker 4-door tested by NHTSA was produced on August 31, 1995, and it contained change #1 described in Attachment 2. Change #2 is the corrective action implemented in production subsequent to the NHTSA test result and the associated GM/Suzuki investigation. Please see our response to NHTSA request #5 below for further description of these changes.

4. Provide information, including a summarization of all engineering analyses, pertaining to your review of the compliance test conduct, test report and film.

Response

The GM and Suzuki review of NHTSA's compliance test conduct, test report and film concluded that the NHTSA test was conducted properly.

5. Provide all information and data pertaining to investigations and corrective actions your company is considering or has initiated as a result of the test failure.

Response

The following sections describe the GM/Suzuki investigations and conclusions, including determination of the root cause of the fuel spillage during the NHTSA test, as well as the corrective actions taken by GM. For reference, Attachment 3 illustrates the rear attachment of the fuel tank to the vehicle including key components discussed in this response. As shown, the 1996 Geo Tracker 4-door fuel tank is mounted to the vehicle through its flange by attachment to fuel tank mounting brackets on the vehicle.

Investigations

The GM/Suzuki inspection of the NHTSA test vehicle at Calspan on May 31, 1996 helped focus the investigation that followed. That inspection confirmed that the fuel tank rear surface had been punctured by the outboard forward corner of the tank flange reinforcement (gusset) at the right rear attachment of the tank to the vehicle. It appeared that impact forces transmitted by the undeformed tank mounting bracket caused localized buckling deformation of the tank flange in the area originally covered by the outer portion of the right rear gusset. This localized deformation contributed to partial separation between the flange and the outer portion of the gusset (see Attachment 4 illustration). Accordingly, the outboard forward corner of the right rear gusset was exposed and was able to penetrate the tank wall. To a lesser extent, partial separation of the gusset from the tank flange also was observed at the left rear attachment area, but there was no tank penetration there.

An additional observation regarding the NHTSA test vehicle fuel tank was that gusset attachment characteristics appeared to vary from design intent. Specifically, the right rear flange gusset did not appear to be oriented square relative to the tank flange, and the spacing of the gusset spot welds appeared to be too close to the flange attachment hole. Based on all of the above observations, subsequent investigations focused on assessing the nature of the localized tank flange deformation, and on characteristics of the flange gusset attachment and tank rear mounting bracket.

A subsequent inspection of 1996 Geo Tracker 4-door fuel tank samples as manufactured revealed variation in both the orientation of the gusset on the flange and the spacing of the two spot welds which attach each gusset to the flange on the tank rear. Attachment 5 provides data and illustrates the variability in gusset orientation on the fuel tank rear flange. The data indicate that the distance between the gusset forward edge and the fuel tank wall could vary up to several millimeters at opposite ends of the gusset. This could result in one end of the gusset being closer to the fuel tank wall. Attachment 6 provides data and illustrates the amount of variability found in the spacing between the two gusset spot welds.

In quasi-static loading tests of the fuel tank conducted as part of this investigation, Suzuki successfully assessed the nature of the observed NHTSA vehicle post-test fuel tank deformation and tank penetration conditions. Attachment 7 provides information regarding these tests (nos. C-1, C-2, C-7, C-8). For test conduct purposes, the static test setup orientation was upside down relative to the normal vehicle orientation, as reflected in the Attachment 7 photos.

The gusset attachment inspection data (Attachments 5 and 6) were used to specify the gusset attachment parameters used in the static tests. The contribution of the modified (strengthened) fuel tank rear mounting bracket included on the NHTSA test vehicle (ref. our response to NHTSA request #3) also was assessed in these static tests. Attachment 8 illustrates the modified bracket by comparison to the original mounting bracket used in the very early production of the 1996 Geo Tracker 4-door. The modification removed the cutout on the bracket's sides, as shown, strengthening the bracket.

Static test C-1 incorporated the modified mounting bracket and representative worst case gusset orientation and gusset weld spacing (called "pitch" in the attached test documents). This test produced tank flange deformation, partial separation of the gusset from the flange, and penetration of the tank rear wall by the gusset, all similar conditions to that observed on the NHTSA test vehicle. When representative nominal gusset orientation and weld spacing parameters were combined with the modified tank mounting bracket in static test C-2, no separation of the gusset from the flange was evident, there was no gusset contact to the tank wall, and no tank penetration.

Static tests C-7 and C-8 (a repeat of test C-7) were conducted using representative worst case gusset attachment characteristics combined with the original (early production) tank mounting bracket. In both tests, the tank mounting bracket bent upward, and the tank flange and gusset bent upward together as a whole. This was unlike the localized flange deformation and partial gusset separation experienced in the NHTSA test and static test C-1, both of which incorporated the modified mounting bracket. Consequently, the gusset did not contact the tank wall in tests C-7 and C-8. Comparison of these test results to those of static test C-1 provided confidence that the localized tank deformation and tank penetration in the NHTSA test resulted

from a combination of the off-nominal gusset attachment conditions combined with the modified tank mounting bracket.

Suzuki also conducted two FMVSS 301 RMB tests to evaluate the contribution of the modified tank rear mounting bracket and the tank flange gusset attachment characteristics. Both tests were conducted at impact speeds higher than the 30 mph FMVSS 301 RMB requirement, similar to previous Suzuki RMB tests for the 1996 Tracker 4-door. Both tests used Suzuki vehicles representative of the 1996 Geo Tracker 4-door. Attachment 9 provides the test reports and descriptive photos from these tests.

The first RMB test (no. 86-101) utilized the modified fuel tank rear mounting bracket design found on the NHTSA test vehicle and nominal tank flange gusset orientation and spot weld spacing based on the information in Attachments 5 and 6. Post-test inspection showed that there was no visible deformation in the tank mounting bracket, consistent with an observation from the NHTSA test vehicle. However, unlike in the NHTSA test, there was no substantial separation of the tank flange gusset from the flange, no gusset penetration of the tank wall, and no fuel tank fluid spillage. These results supported the previous observations of the NHTSA test vehicle and the static tests that improper gusset orientation and weld spacing contributed to the fuel spillage condition observed on the NHTSA test.

The second RMB test (no. 86-102) utilized the original fuel tank rear mounting bracket design used in the very early production of the 1996 Geo Tracker 4-door. This test also incorporated representative worst case conditions for the tank flange gusset orientation and weld spacing based on the tank inspection data discussed above. In this test, the tank rear mounting bracket clearly bent upward, as did the tank flange and gusset together as a whole. This is illustrated in Attachment 10. There was no significant separation of the flange from the gusset and no contact between the tank flange gusset corner and the fuel tank wall. Thus, there was no fuel tank penetration or fluid spillage. These results support the position that FMVSS 301 RMB compliance is maintained for the early production 1996 Geo Tracker 4-door, containing the original version of the tank rear mounting bracket, even with representative worst case gusset attachment conditions.

#### Root Cause Determination of NHTSA Test Incident

As a result of the investigations described above, Suzuki and GM concluded that the following three factors combined to produce the fuel spillage incident in the NHTSA FMVSS 301 RMB test of the 1996 Geo Tracker 4-door:

- (a) Manufacturing variability in orientation of the fuel tank flange gusset
- (b) Manufacturing variability in the spacing of the fuel tank flange gusset spot welds
- (c) Strengthening of the 1996 model year fuel tank rear support bracket.\*

\* This change alone would not result in a FMVSS 301 noncompliance, as evidenced by the test results of RMB test no. 86-101 (Attachment 9).

The gusset orientation variability placed a forward corner of the gusset closer to the fuel tank wall. Investigation revealed this was an unfavorable condition when, due to localized fuel tank deformation, relative separation between the tank flange and the gusset occurred in the RMB test. The buckling deformation of the fuel tank flange occurred outside of (left and right of) the

area of the gusset between the gusset spot welds in the NHTSA RMB test. Investigation revealed that in the FMVSS 301 RMB test a shorter spacing between the spot welds resulted in more relative separation of the outer portion of the gusset from the flange and allowed more relative movement of the gusset outer portion toward/into the fuel tank wall. Finally, the modified (strengthened) fuel tank rear mounting bracket, when combined with the off-nominal gusset orientation and weld spacing factors, caused additional loading into the tank flange/gusset attachment area to produce the observed tank flange buckling and tank penetration by the gusset.

#### Production Corrective Action

Upon concluding the investigations, fuel tanks with a modified rear flange gusset (Attachment 11), replacing the original gusset, immediately were introduced into the CAMI production on June 21, 1996 for the 1996 Geo Tracker 4-door. The new gusset (two per tank) is attached at both the left and right rear tank mounting areas on the tank flange. It has a rolled, broad, angled surface on the side nearest the tank wall to mitigate the potential for tank puncture by the gusset. Additionally, gusset attachment tooling has been modified. A machined metal block fixture (with locating pin) assures both gusset orientation square on the flange and proper spacing of the spot welds which attach the gusset to the flange. Finally, inspection of every gusset attachment has been implemented. The new gusset design has been verified to perform successfully in additional static, FMVSS 301 RMB, and full overlap rear car-to-vehicle tests. Attachment 12 provides information from these tests.

#### Recall and Remedy Corrective Action

GM's June 28, 1996 Report of Noncompliance to the NHTSA, pursuant to 49 CFR Part 573.5, described its campaign to recall and remedy all of the affected 1996 Geo Tracker 4-door vehicles based on the FMVSS 301 RMB noncompliance. Included was a service procedure containing an illustration of the new gusset (2) that will be installed by dealers to remedy the nonconformance for the affected vehicles. The service procedure also is provided as Attachment 13 to today's letter. The new gussets are added at the tank rear attachments (the original gussets are not removed). The new gusset design has been verified to perform successfully in additional static, FMVSS 301 RMB, and full overlap rear car-to-vehicle tests. Attachment 12 also provides information from these tests.

**6. Provide a list of all consumer complaints your company has received that are related to the test failure.**

#### Response

GM has received no consumer complaints related to fuel tank spillage from the subject vehicles.

**7. Provide any other pertinent information you may wish to introduce.**

Response

GM and Suzuki had a strong test basis for FMVSS 301 RMB compliance of the 1996 Geo Tracker 4-door prior to the NHTSA test result. Suzuki had conducted FMVSS 301 RMB tests for this model at impact speeds higher than the 30 mph requirement of the standard. None of these tests exhibited any fuel system fluid spillage. Moreover, robustness of the rear impact performance of the fuel tank was evidenced in high speed car-to-vehicle rear impact tests. Again, no fuel system fluid spillage was evident.

Before NHTSA's test, there also was no notice to GM of a fuel tank leakage condition from normal information sources such as warranty history, field reports, customer assistance reports or accident reports. This same information also provided no basis for GM to suspect that the fuel tank flange rear gusset (or any other part) would cause the vehicle to be out of compliance with FMVSS 301. Thus, prior to NHTSA's test, there was no reason for GM to suspect a condition that would have required closer scrutiny (e.g., audit) of the gusset attachment.

When GM became aware of the NHTSA test incident, GM and Suzuki proceeded quickly with the problem investigation and rapidly discovered the root cause. Moreover, GM and Suzuki took immediate actions to remedy the nonconformance, implementing the production corrective action (June 21, 1996) and announcing the field corrective action (June 28, 1996). In fact, this all was completed inside one month from the time GM and Suzuki inspected the NHTSA test vehicle on May 31, 1996. Thus, we believe both GM and Suzuki exhibited a high level of responsiveness in this matter.

Confidential Treatment Request

Pursuant to 49 CFR Part 512, GM requests confidential treatment for all of the information in Attachments 5, 6, 7 and 9 to this response. Accordingly, the material has been marked "GM CONFIDENTIAL". The confidential information is not included with today's letter to the NHTSA OVSC but is being furnished at this time to NHTSA's Office of Chief Counsel.

The fuel tank inspection and investigative test information for which confidential treatment is being requested is not customarily made public by GM and is considered to be confidential commercial information within the meaning of 5 USC Section 552 (b) (4), and 49 USC Section 30167.

This information has value to GM (and Suzuki), and is likely to be of competitive value to other vehicle manufacturers. The tank inspection data of Attachments 5 and 6 provide information on fuel tank manufacturing quality/process control measures. GM and Suzuki have incurred manpower and other expenditures in developing and using this information. The general dissemination of this information would allow competitors to enhance their competitiveness relative to GM and Suzuki products in the area of fuel tank manufacturing. The cumulative effect of the disclosure of the proprietary information contained in Attachments 5 and 6 is that there is a likelihood of economic harm to GM and Suzuki.

Attachments 7 and 9 provide information from a unique investigation and test program undertaken by Suzuki. These documents constitute a self-evaluative effort prepared for the purpose of analyzing safety performance and considering the appropriateness of potential



improvements for the public; and as such, they fall within the self-critical analysis privilege. Bredice v. Doctors Hospital, Inc., 50 F.R.D. 249 (D.D.C. 1970), aff'd 479 F.2d 920 (D.C. Cir. 1973). See also Washington Post Co. v. United States Dep't of Justice, No. 84-3581 (D.D.C. September 25, 1987) (order protecting report from disclosure by reason of Freedom of Information Act exemptions or, in the alternative, privileged as a self-evaluative report), rev'd in part and rem'd, 863 F.2d 96 (D.C. Cir. 1988) (the question as to whether the self-evaluative privilege applied was not reached). The candid and conscientious self-evaluation of a vehicle's potential performance reflected in these documents is a vital part of GM's commitment to automotive safety. Public disclosure of these documents would be unfairly prejudicial to GM and contrary to public interest by undermining this process of self-evaluation. The U.S. Department of Justice has recognized that self-evaluative product-related documents of this type are exempt from disclosure under 5 U.S.C. Sec. 552(b)(4). See Washington Post, supra, Brief of Appellee at 17-31 (filed Sept. 15, 1988).

GM treats this information for which confidential treatment has been requested as confidential, proprietary information available only to authorized GM (and Suzuki) personnel, and not otherwise available to the public. Documents containing information of this type are maintained under a record keeping system which is intended to control dissemination of these materials within GM, and to assure that the materials are not disseminated outside GM, except to those authorized by GM to hold such information in confidence.

To the best of our knowledge, no prior determinations of the confidentiality of this specific information have been made by the NHTSA, other Federal agencies, or the Federal courts.

Confidential treatment of the information is requested for an indefinite period of time. Notice concerning the agency's determination of confidentiality for the material may be sent to this office. Should the NHTSA receive a request for disclosure of this information, GM requests that it be notified of the request, and be given an opportunity to provide further information, as necessary, as to why the confidentiality should be maintained. If there are questions regarding this request for confidential treatment, please contact Mr. Stephen E. Selander (810-986-8464), Attorney, GM Legal Staff, Warren, Michigan.

If there are questions regarding the remainder of this response, please contact Mr. Paul Eichbrecht (810-947-1731) of my staff or Mr. Richard Humphrey (202-775-5071) of our Washington D.C. office.

Sincerely,



Francis R. Laux, Manager  
Safety Standards

Attachments

c: Mr. Samuel J. Dubbin, NHTSA Office of Chief Counsel (2 copies with confidential material, 1 copy without confidential material)

## CERTIFICATE IN SUPPORT OF REQUEST FOR CONFIDENTIALITY

I, Francis R. Laux, pursuant to the provisions of 49 CFR Part 512, state as follows:

(1) I am Manager, Safety Standards Section of General Motors NAO Safety Center, and I am authorized by General Motors Corporation (GM) to execute documents on its behalf;

(2) The information in Attachments 5, 6, 7 and 9 to GM's letter, USG 3265, Part II, dated August 12, 1996, which has been marked "GM CONFIDENTIAL", consists of confidential and proprietary data which is being submitted with the claim that it is entitled to confidential treatment pursuant to 5 USC 552(b)(4) and 49 USC Section 30167, as implemented in 49 CFR Part 512;

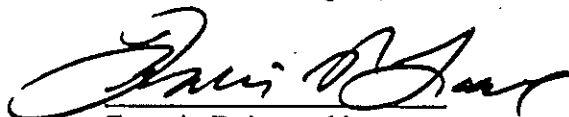
(3) I, or members of my staff, have personally inquired of the responsible GM personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside GM;

(4) Based upon such inquiries and to the best of my knowledge, information and belief, the information for which GM has claimed confidential treatment has never been released outside GM;

(5) I make no representations beyond those contained in this certificate and in particular, I make no representations as to whether the information may become available outside GM because of unauthorized or inadvertent disclosure; and

(6) I certify under penalty of perjury that the foregoing is true and correct, to the best of my information and belief.

Executed on this the 12th of August, 1996.



Francis R. Laux, Manager  
Safety Standards

Attachment 1

USG 3265, Part II

2 pages

(including this cover)

96MY TRACKER 4DOOR FMVSS301 TEST LIST

TEST CONFIGURATION	TEST NO	DRIVE	TEST SPEED (MPH)	TEST #1 WEIGHT (KG)	TEST DATE	FUEL SPILLAGE DURING IMPACT	FUEL SPILLAGE AFTER IMPACT	ROLL-OVER	REMARKS
FRONTAL	62-072	4WD	30.6	1489.8	02/07/94	NONE	NONE	NONE	
	76-091	2WD	30.2	1488.0	06/09/95	NONE	NONE	NONE	
OBLIQUE LEFT	61-281	4WD	30.3	1489.4	01/29/94	NONE	NONE	NONE	
	74-112	4WD	30.2	1497.7	04/11/95	NONE	NONE	NONE	
OBLIQUE RIGHT	61-281	4WD	30.3	1493.7	01/28/94	NONE	NONE	NONE	
	75-121	2WD	30.1	1445.0	05/12/95	NONE	NONE	NONE	
SIDE LEFT	62-082	4WD	20.3	1478.8	02/08/94	NONE	NONE	NONE	
SIDE RIGHT	62-081	4WD	20.4	1478.7	02/08/94	NONE	NONE	NONE	
REAR	63-171	4WD	34.5	1477.5	03/17/94	NONE	NONE	NONE	Original Tank BKT.
	75-292	4WD	33.7	1427.8	05/29/95	NONE	NONE	NONE	Modified Tank BKT.
	76-181	2WD	35.0	1478.0	06/16/95	NONE	NONE	NONE	Modified Tank BKT.
	86-102	2WD	33.6	1422.0	06/10/86	NONE	NONE	NONE	Original Tank BKT.
	86-101	4WD	33.6	1472.0	06/10/86	NONE	NONE	NONE	Modified Tank BKT.
	5A-181	4WD	49.4	1477.0	10/18/83	NONE	NONE	NONE	Original Tank BKT.
Car-to Car Full (INHOUSE)	01/77-674	4WD	49.4	1460.0	07/01/95	NONE	NONE	NONE	Modified Tank BKT.

\*1: WITH TWO DUMMIES

Attachment 2

USG 3265, Part II

2 pages  
(including this cover)

### Change Having Potential to Affect Compliance with FMVSS 301

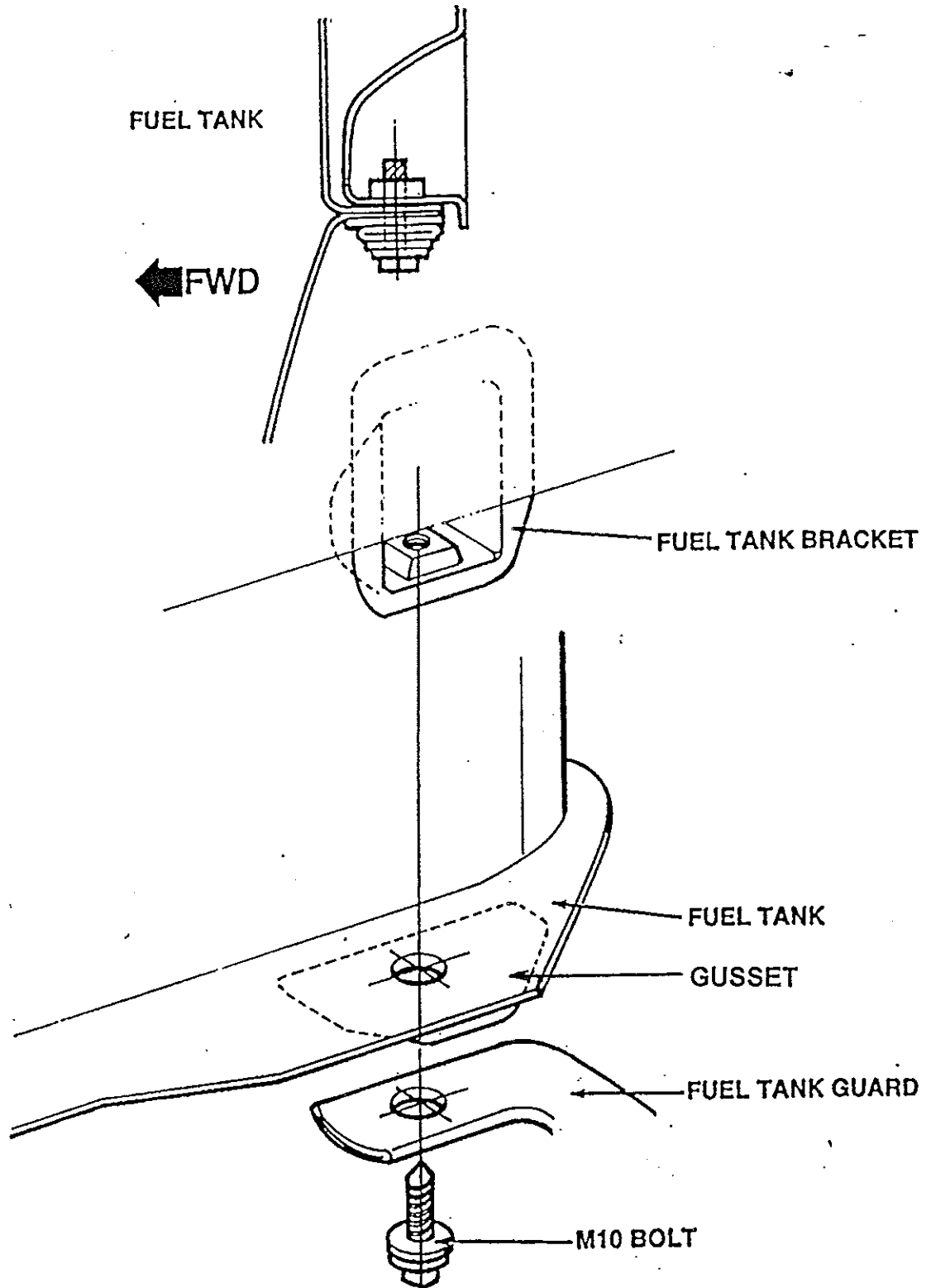
Change #	Implementation Date	Description of Change and Reason
1	8/21/95	The strength of the rear fuel tank mounting brackets was increased to accommodate an increase in curb weight for 1996 model year vehicles.
2	6/21/96	The gussets installed between the fuel tank mounting brackets and fuel tank flange were changed from flat gussets to angled gussets. This change was made to ensure compliance with FMVSS 301.

Attachment 3

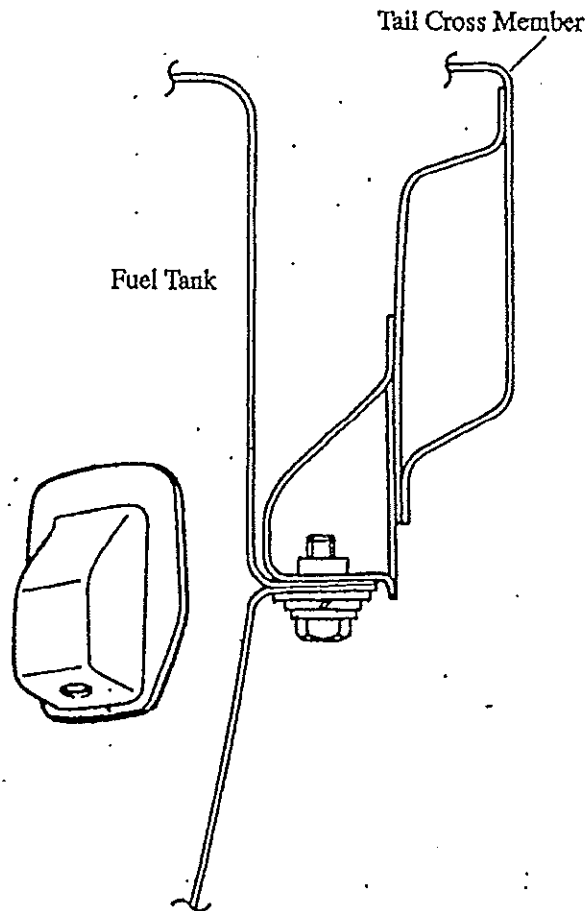
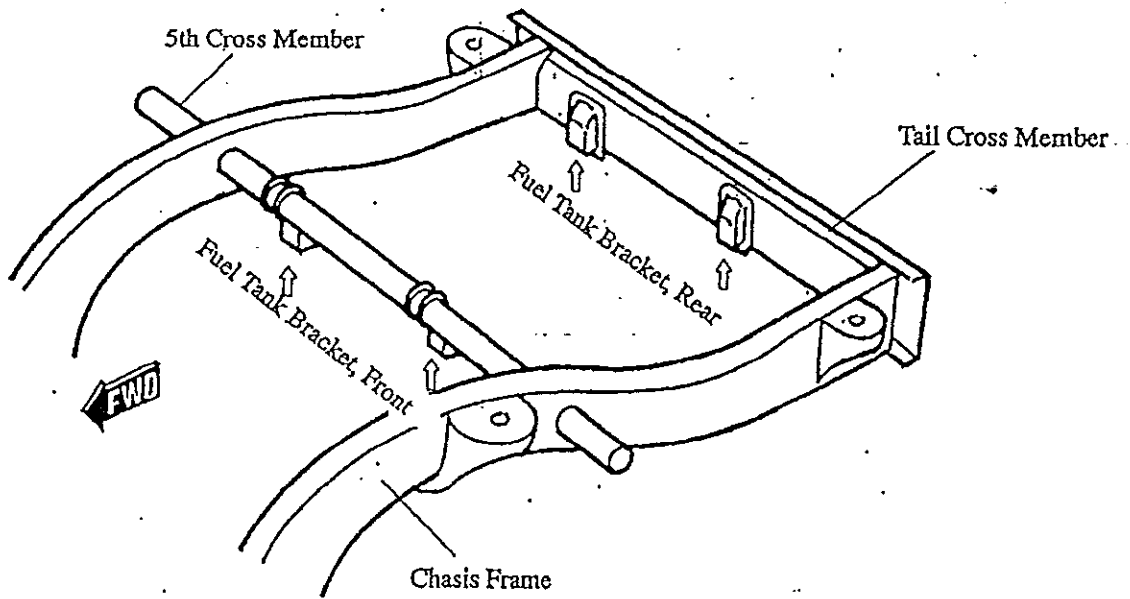
USG 3265, Part II

3 pages  
(including this cover)

Illustration  
Rear Attachment of Fuel Tank to Vehicle  
1996 Geo Tracker 4-door  
(right rear attachment shown - left rear similar)





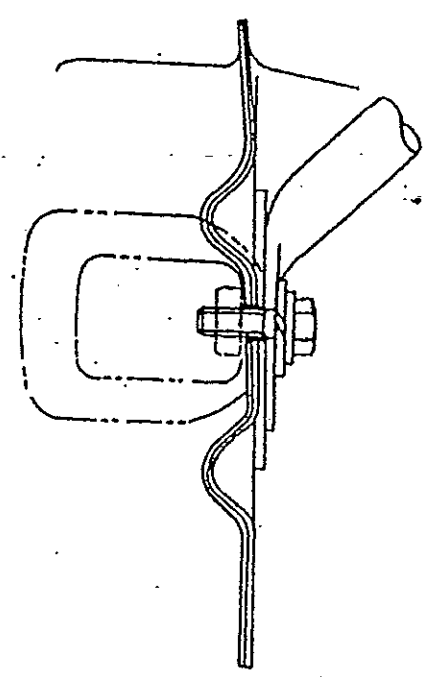
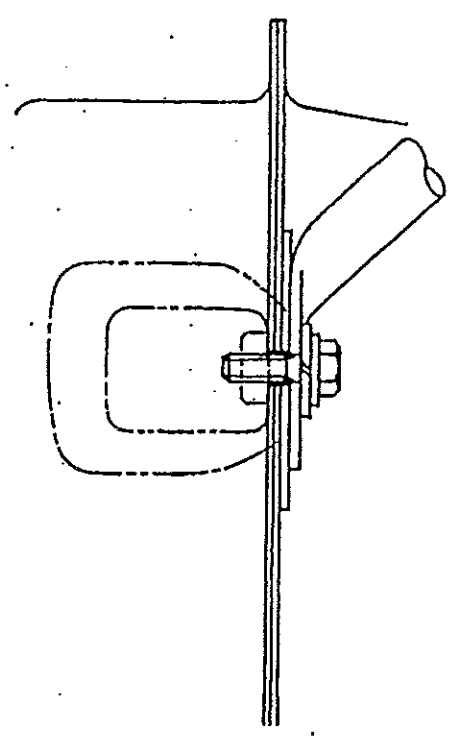
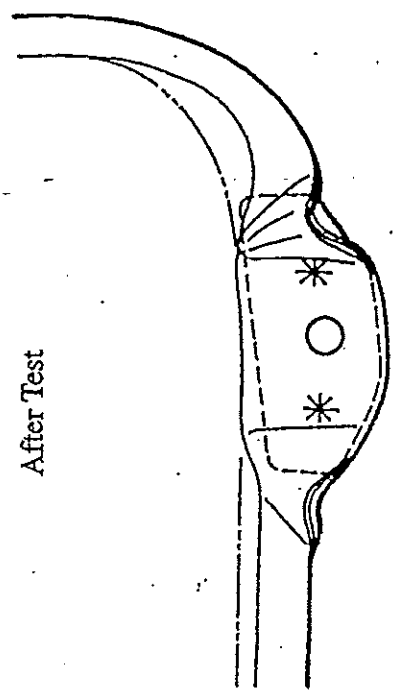
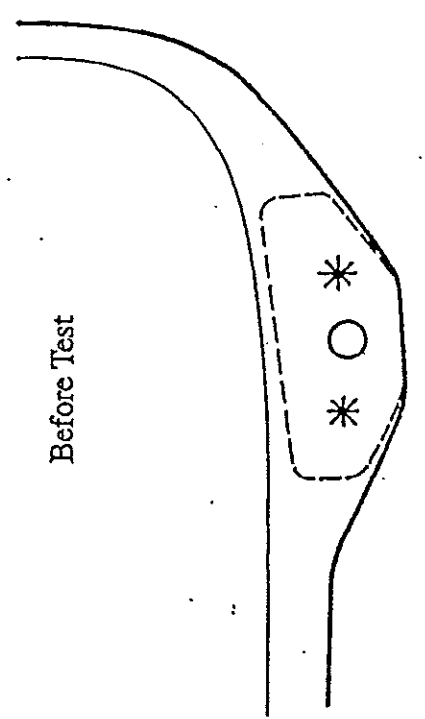


Attachment 4

USG 3265, Part II

2 pages  
(including this cover)

Fuel Tank Deformation With Modified Fuel Tank Bracket



Attachment 5

USG 3265, Part II

2 pages,  
(including this cover)

\*\*\* CONFIDENTIAL MATERIAL REMOVED \*\*\*

Attachment 6

USG 3265, Part II

2 pages  
(including this cover)

\*\*\* CONFIDENTIAL MATERIAL REMOVED \*\*\*

Attachment 7

USG 3265, Part II

18 pages  
(including this cover)

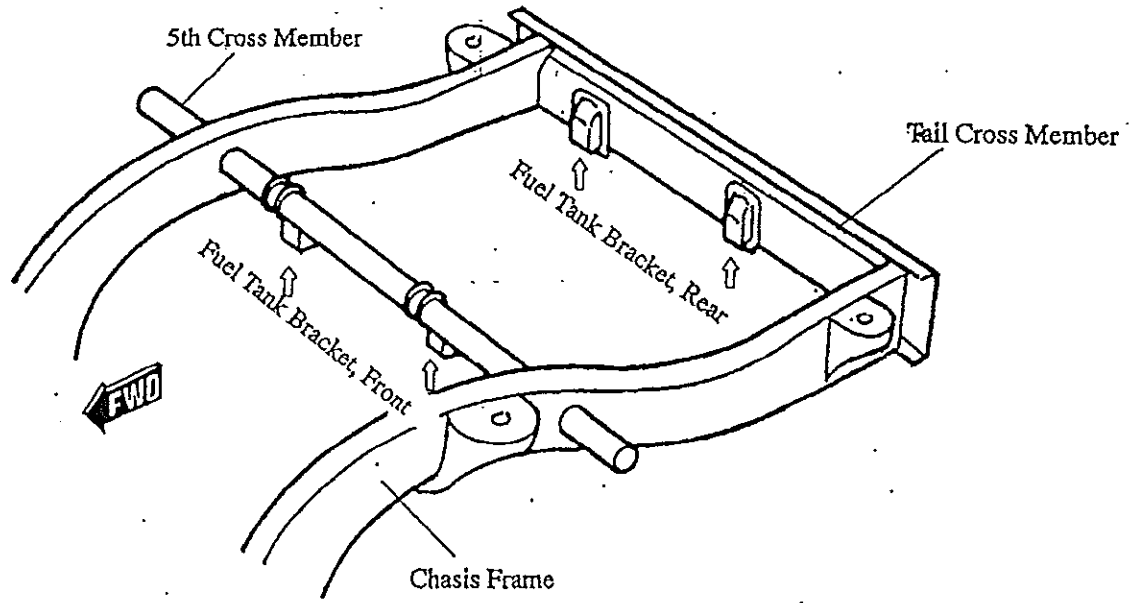
\*\*\* CONFIDENTIAL MATERIAL REMOVED \*\*\*

Attachment 8

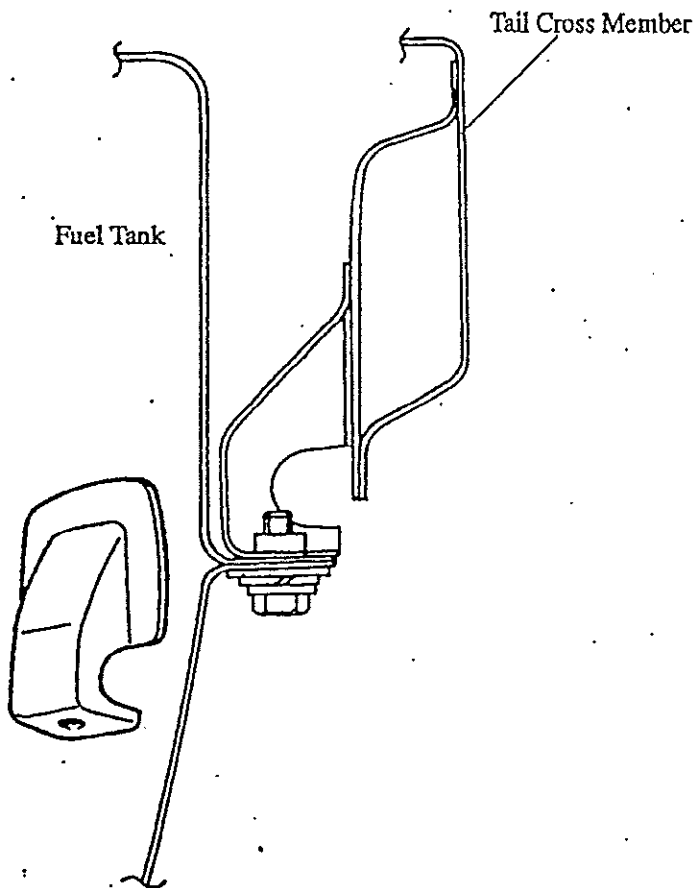
USG 3265, Part II

2 pages  
(including this cover)

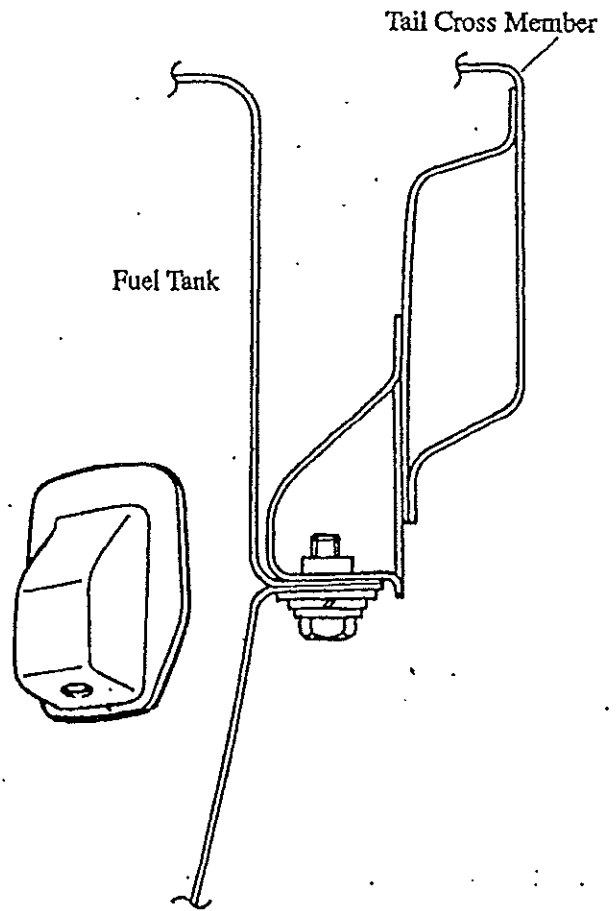
# Original Fuel Tank Bracket and Modified Fuel Tank Bracket



Original Bracket



Modified Bracket





Attachment 9

USG 3265, Part II

34 pages  
(including this cover)

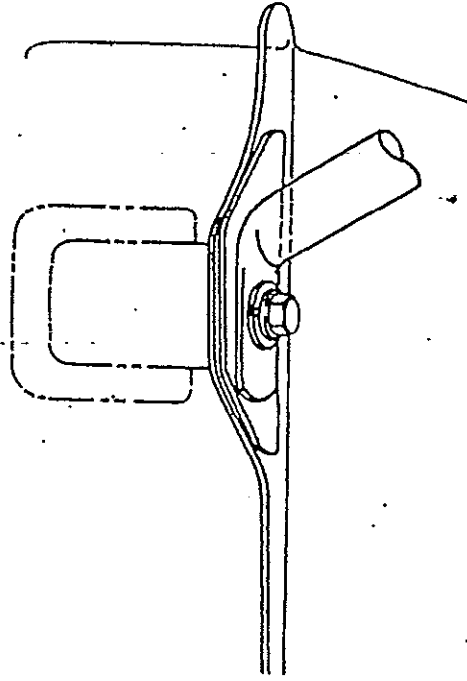
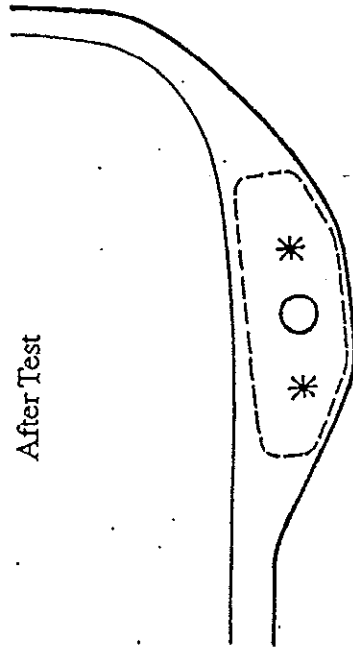
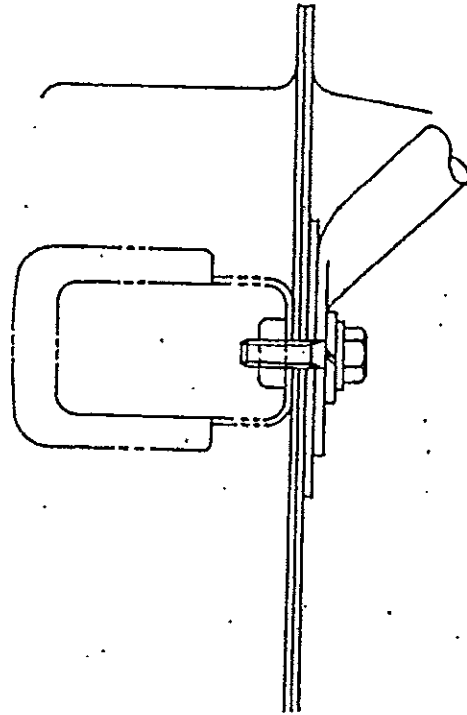
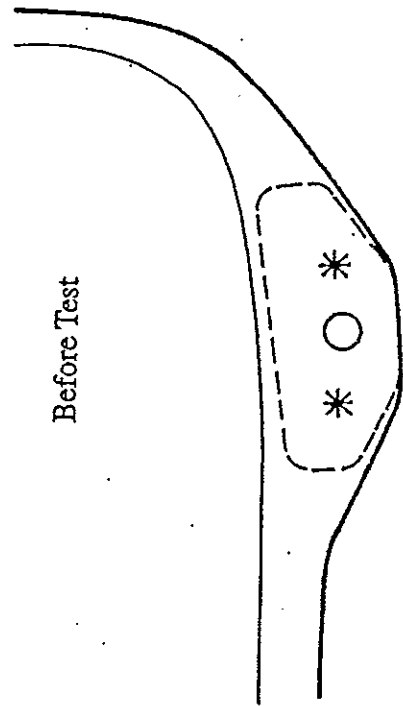
\*\*\* CONFIDENTIAL MATERIAL REMOVED \*\*\*

Attachment 10

USG 3265, Part II

2 pages  
(including this cover)

Fuel Tank Deformation With Original Fuel Tank Bracket

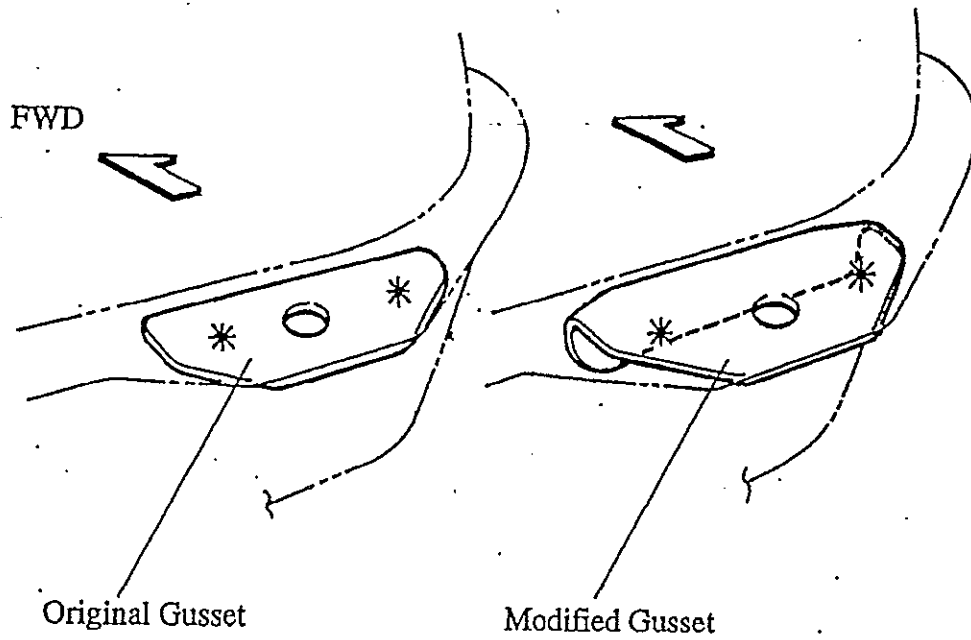


**Attachment 11**

**USG 3265, Part II**

**2 pages  
(including this cover)**

# Original Gusset and Modified Gusset



Attachment 12

USG 3265, Part II

93 pages  
(including this cover)

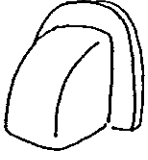

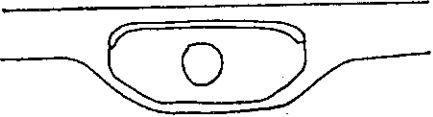
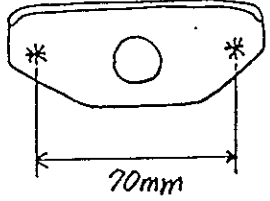
## 1996 Geo Tracker 4-door Fuel Tank Gusset Corrective Action Verification Tests

Gusset Corrective Action Tested	Test Type	Test No.	Test Weight (kg) (with 2 test dummies)	Tank Wall Penetration ?	Fluid Spillage		
					During Impact	After Impact	Roll-over
Production (Attachment 11)	Static	C-5	N/A*	None	N/A	N/A	N/A
	Static	C-6	N/A	None	N/A	N/A	N/A
	Rear Moving Barrier 33.6 mph	86-122	1472	None	None	None	None
Recall / Remedy (Attachment 13)	Rear Moving Barrier 30 mph	86-181	1472	None	None	None	None
	Rear Car-to-Vehicle 48.8 mph	86-253	1454	None	None	None	None
	Static	C-3**	N/A	None	N/A	N/A	N/A
	Static	C-4**	N/A	None	N/A	N/A	N/A
	Rear Moving Barrier 33.6 mph	86-121**	1472	None	None	None	None
	Rear Moving Barrier 30 mph	86-251**	1472	None	None	None	None
Rear Car-to-Vehicle 48.8 mph	86-202**	1454	None	None	None	None	

\* N/A = Not Applicable

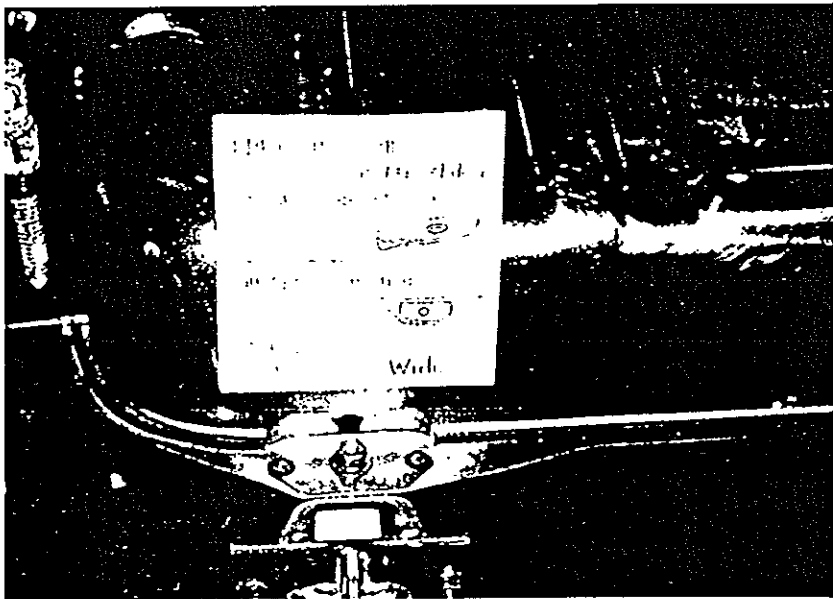
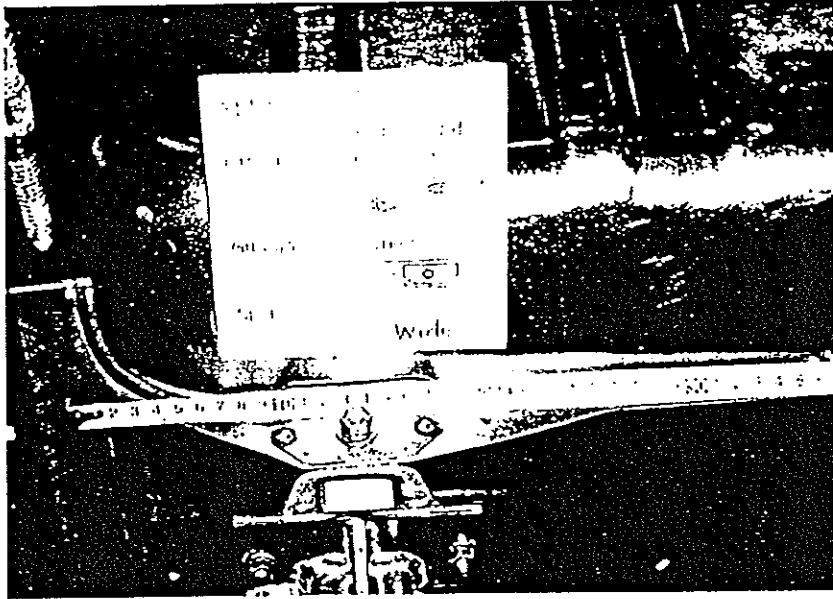
\*\* Including representative worst case orientation and spot weld spacing for original gusset

# FUEL TANK STATIC TEST

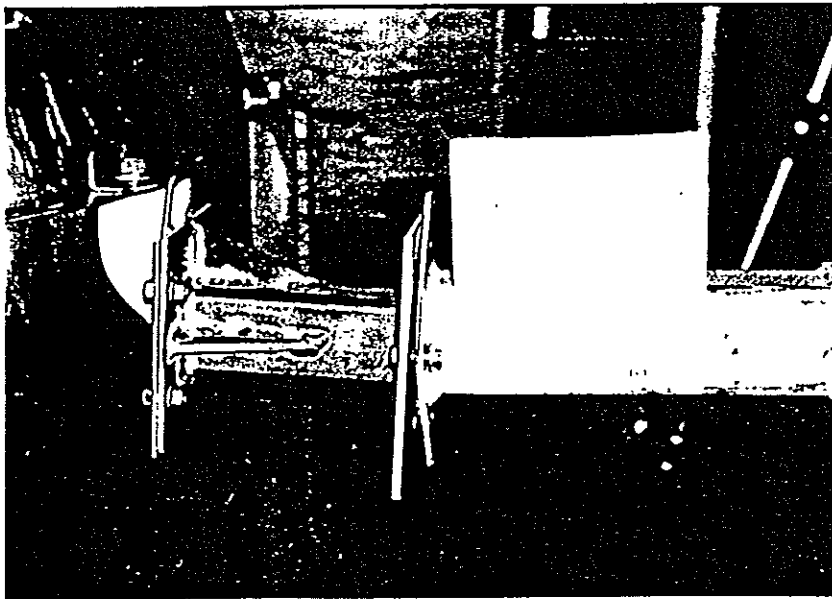
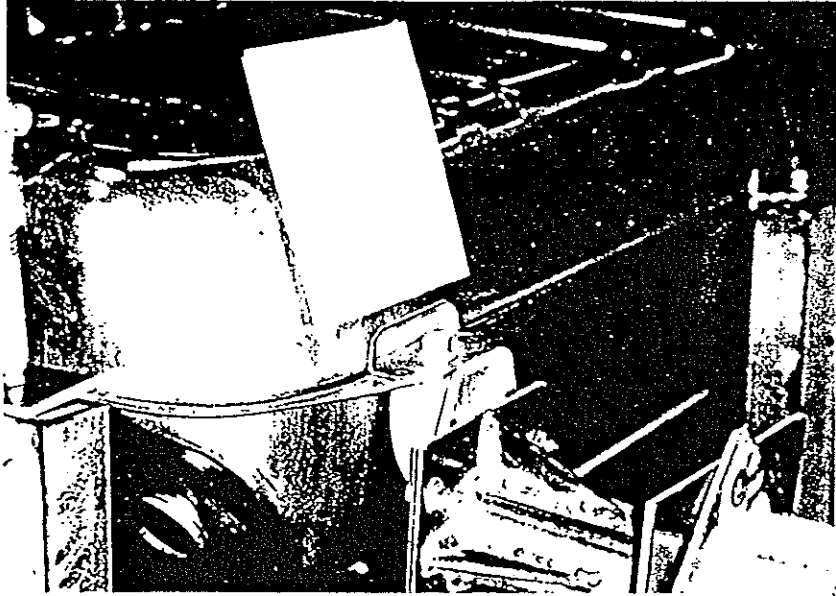
TEST No	C-5	
TEST DATE	1996 / 6 / 7	
FUEL TANK BRACKET		
G U S S E T	CONFIGURATION	
	GUSSET ORIENTATION	
	SPOT WELDING PITCH	



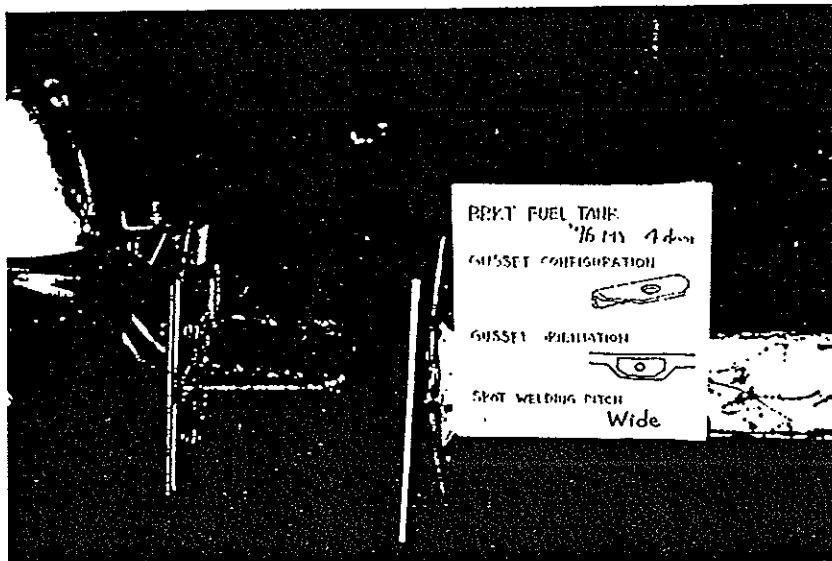
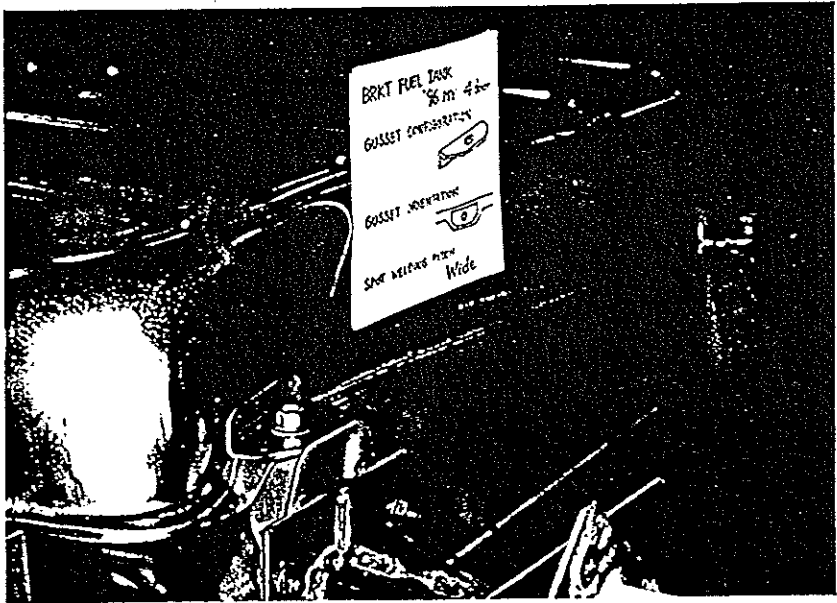
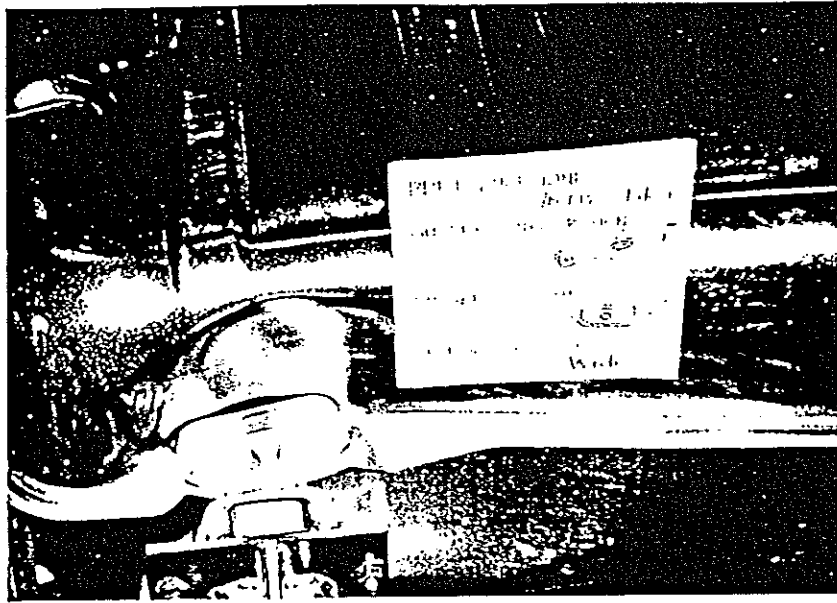
試験前 (Pre-Test)



試験前 (Pre-Test)

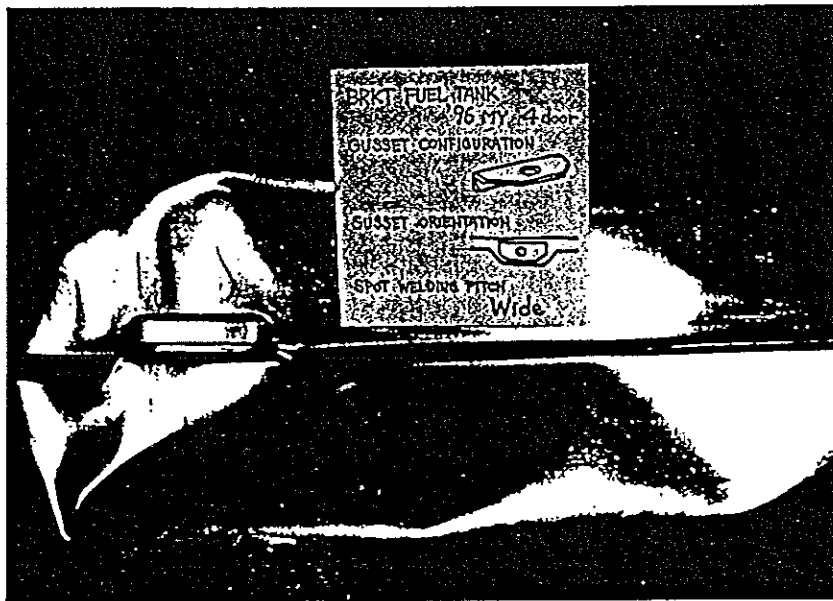
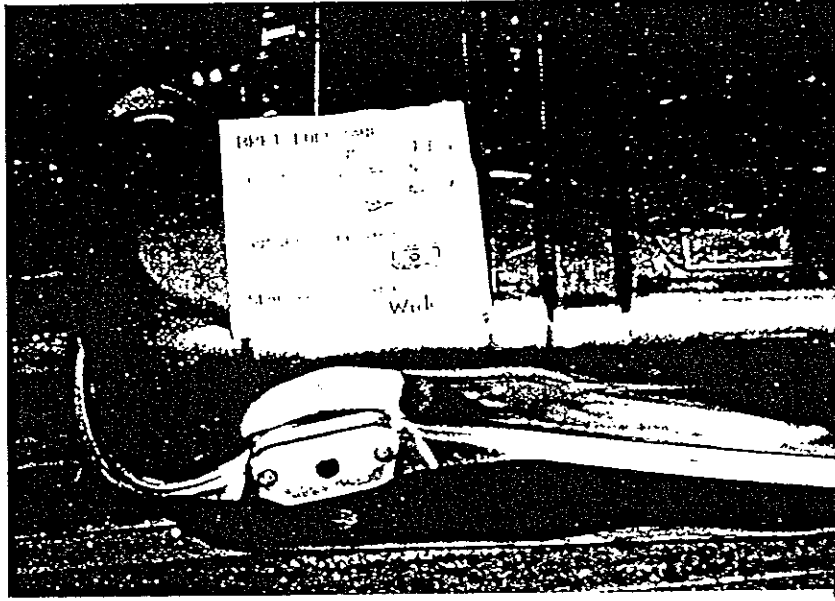


試験後 (Post-Test)

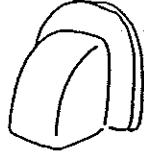


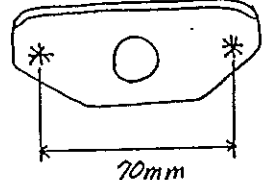


試験後 (Post-Test)

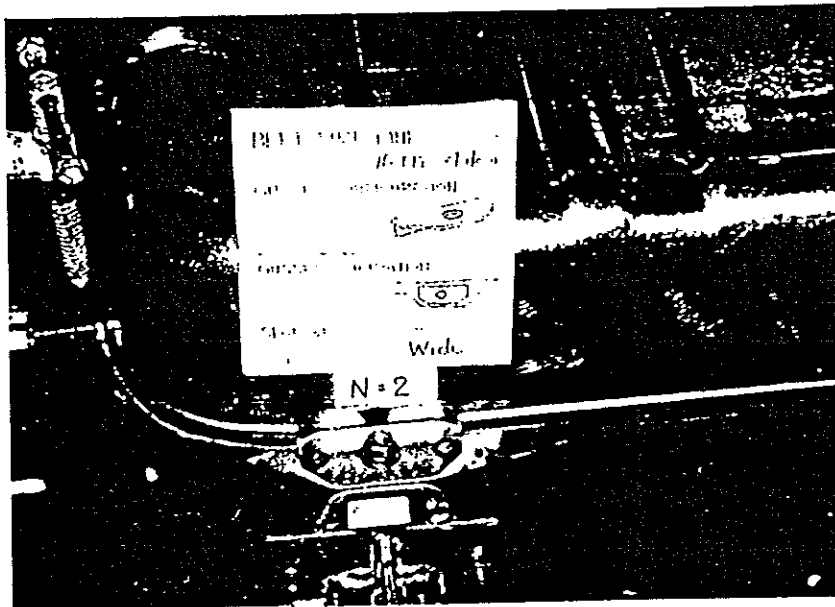
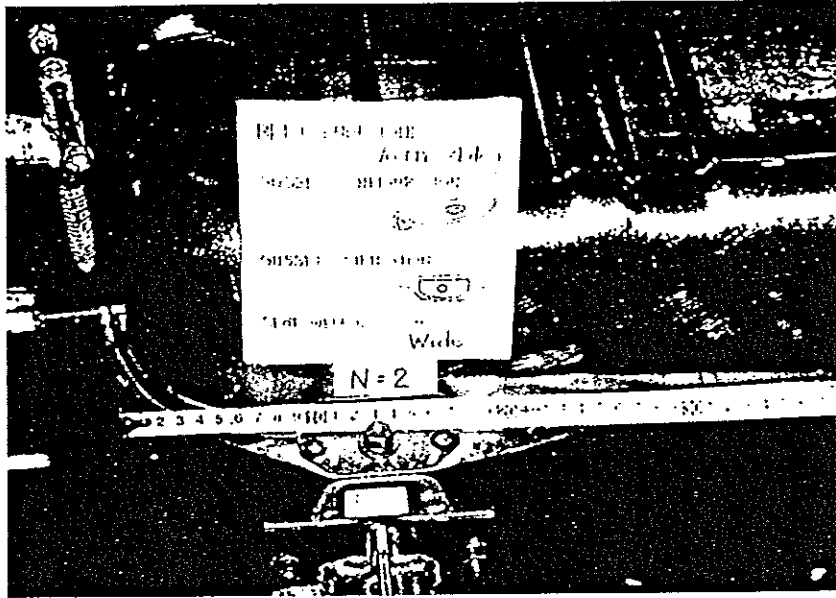
C-5



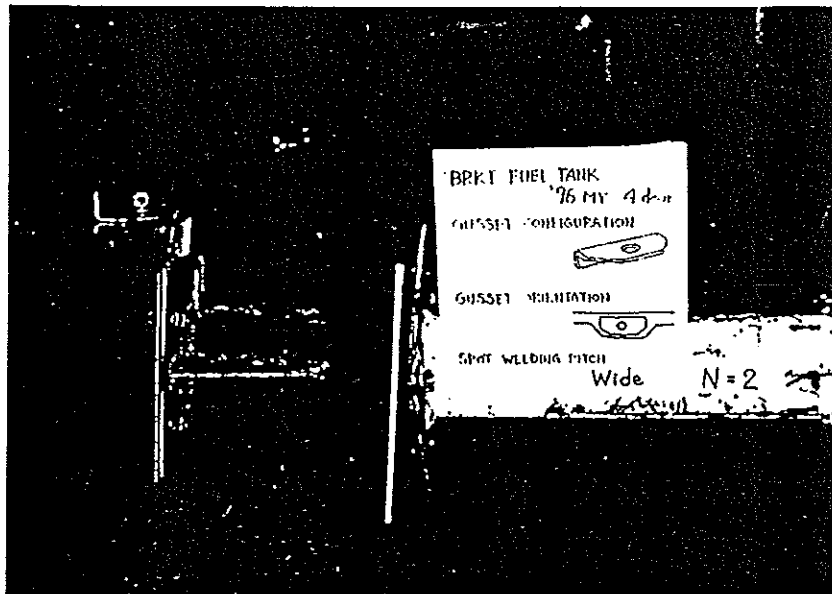
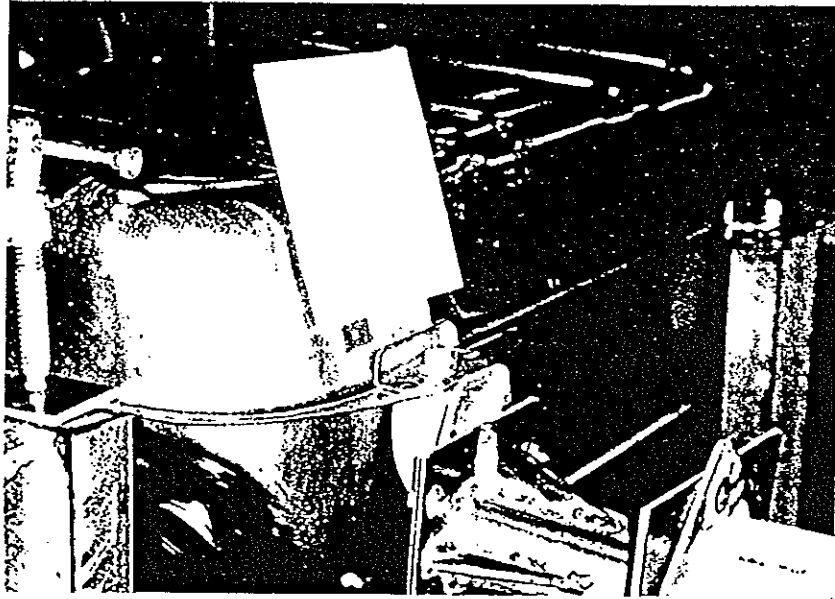
FUEL TANK STATIC TEST

TEST No		c-6
TEST DATE		1996 / 6 / 7
FUEL TANK BRACKET		
G U S S E T	CONFIGURATION	
	GUSSET ORIENTATION	
	SPOT WELDING PITCH	

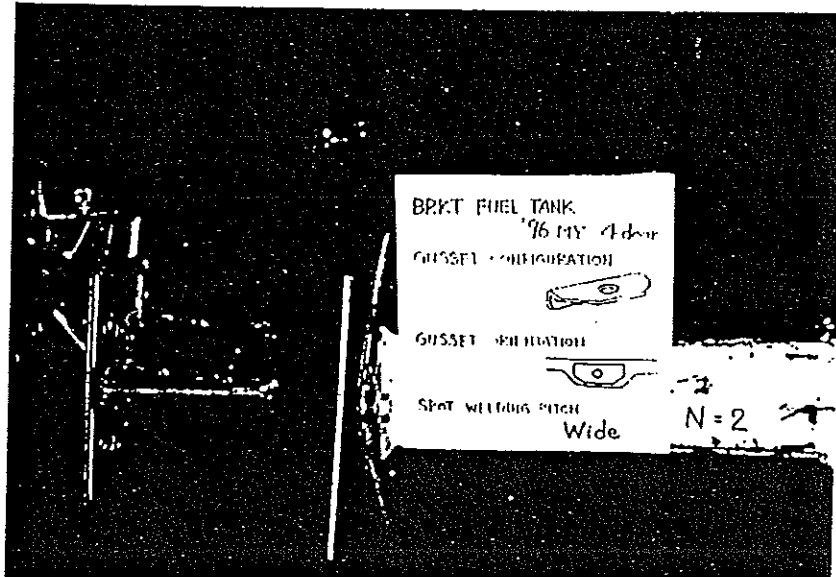
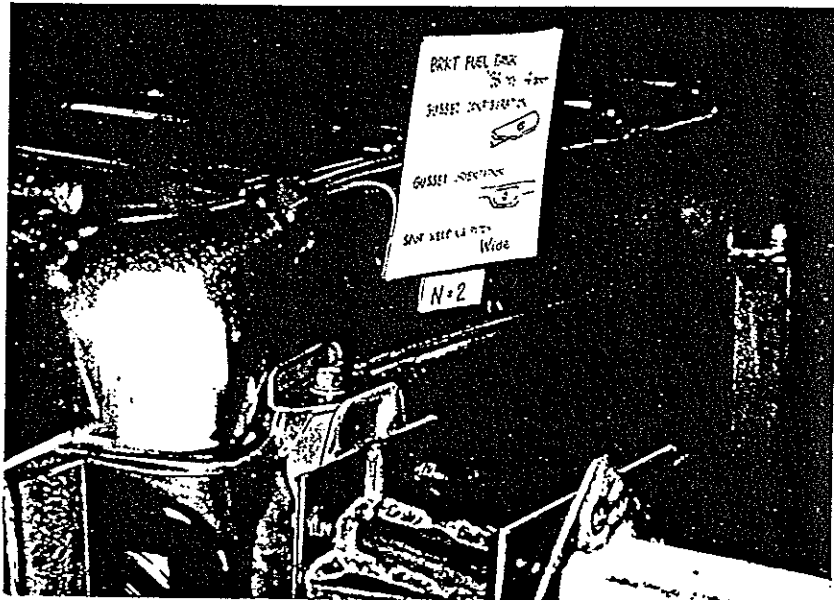
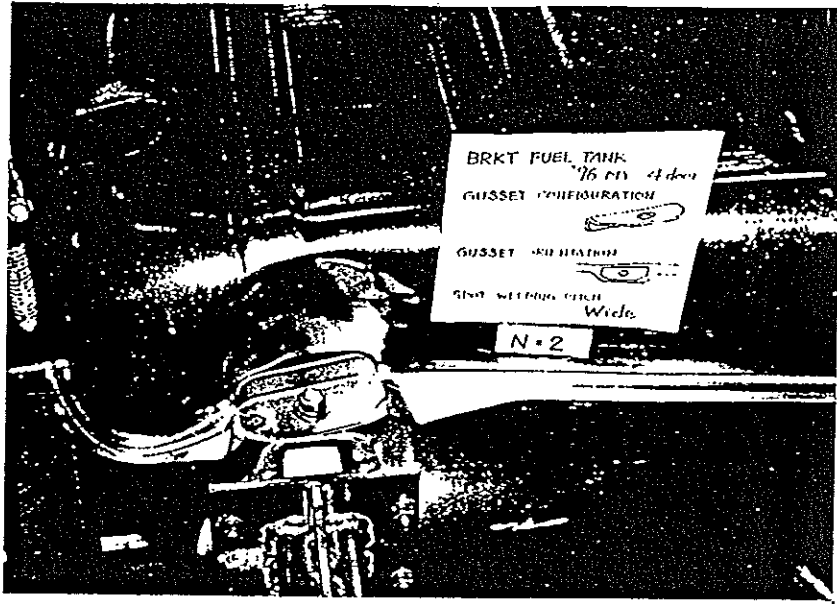
試験前 (Pre-Test)



試験前 (Pre-Test)



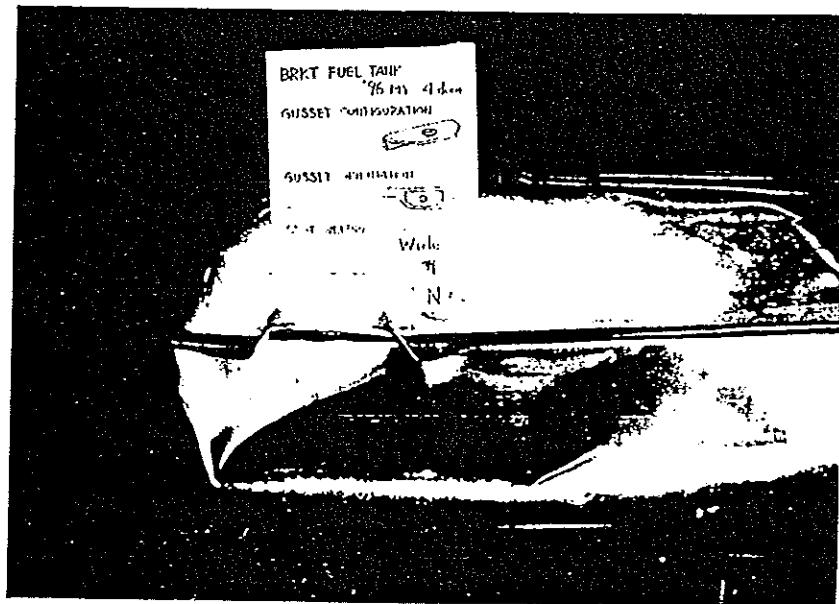
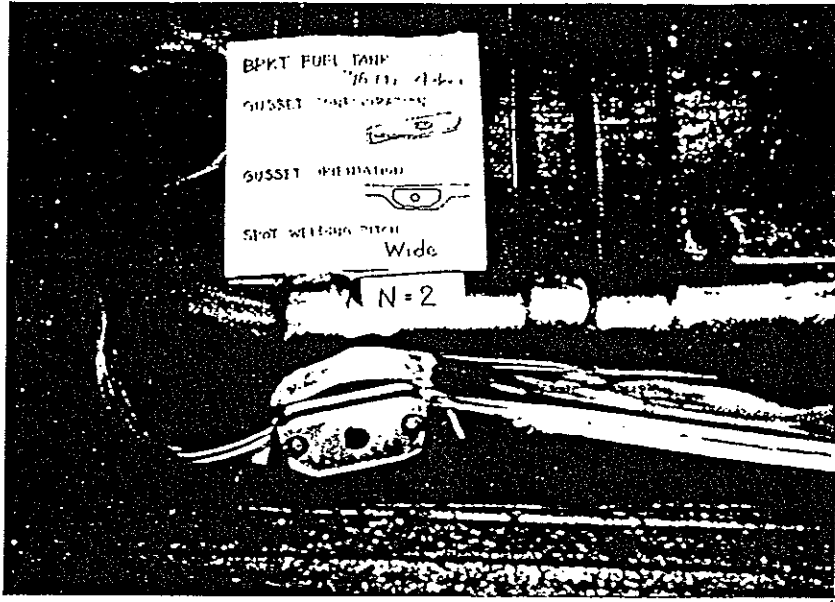
試験後 (Post-Test)





試験後 (Post-Test)

C 6



# TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816  
FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-122  
Test Date : 06/12/96

Vehicle : Model SIDEKICK Body Style VAN Year 1996  
Number JS3TD03VXV4100004 Make Production

Engine : Configuration G16A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ Unusable Cap. 1.5ℓ Transmission : A/T (4 Speed)

A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

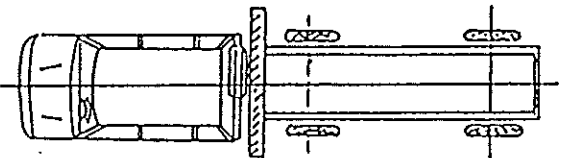
Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
FRONT	785.0 kg
REAR	687.0 kg
TOTAL	1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/>
	RATED CARGO <input checked="" type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

MOVING BARRIER 1815.0 kg		NA <input type="checkbox"/>
VELOCITY AT IMPACT 53.9 ( 33.5 ) km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL



# TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-122

**Test Results :**

WAS FUEL SPILLAGE :		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING IMPACT ?		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>

**Test Data :**

FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS ( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm	




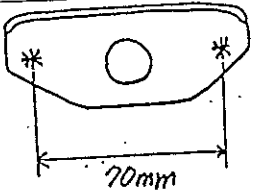
FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.12.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

EA12-005 PRODUCED BY SUZUKI MOTOR CORPORATION

S 212331

TEST NO. 86-122

1. TEST CONDITION

VEHICLE		IWATA 96MY 4DOOR 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 27 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>346.0</td> <td>321.0</td> <td>667.0</td> </tr> <tr> <td>RIGHT</td> <td>353.0</td> <td>308.0</td> <td>661.0</td> </tr> <tr> <td>TOTAL</td> <td>699.0</td> <td>629.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	346.0	321.0	667.0	RIGHT	353.0	308.0	661.0	TOTAL	699.0	629.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	346.0	321.0	667.0																
RIGHT	353.0	308.0	661.0																
TOTAL	699.0	629.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>384.0</td> <td>350.0</td> <td>734.0</td> </tr> <tr> <td>RIGHT</td> <td>401.0</td> <td>337.0</td> <td>738.0</td> </tr> <tr> <td>TOTAL</td> <td>785.0</td> <td>687.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	384.0	350.0	734.0	RIGHT	401.0	337.0	738.0	TOTAL	785.0	687.0	1472.0
	FRONT	REAR	TOTAL																
LEFT	384.0	350.0	734.0																
RIGHT	401.0	337.0	738.0																
TOTAL	785.0	687.0	1472.0																

1. TEST CONDITION (CONTINUED)

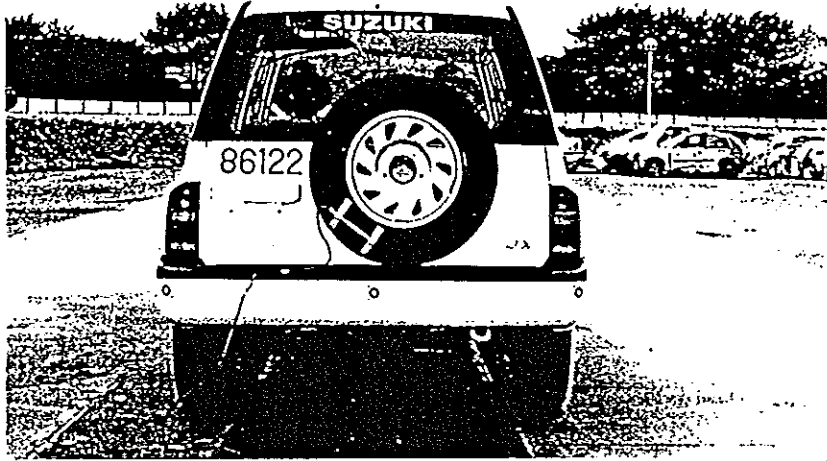
86122

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	766	762
	RIGHT	770	764
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

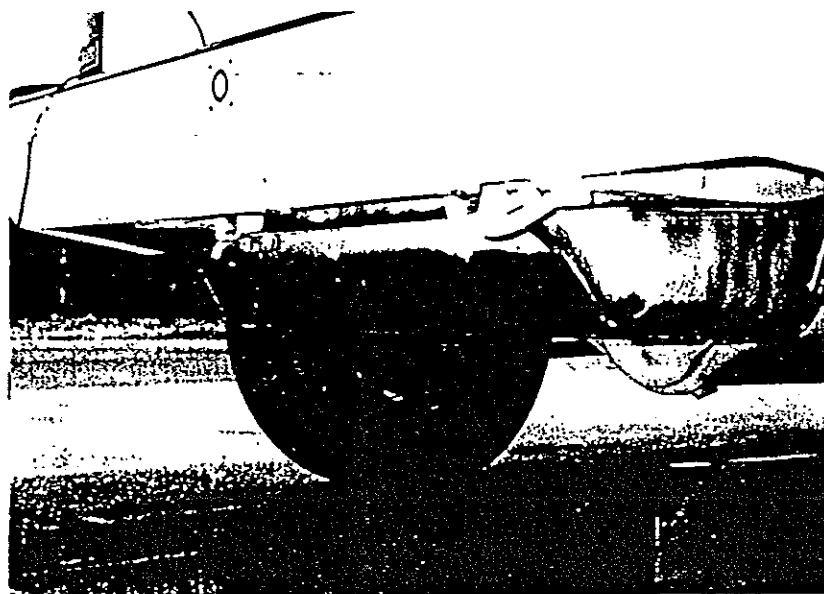
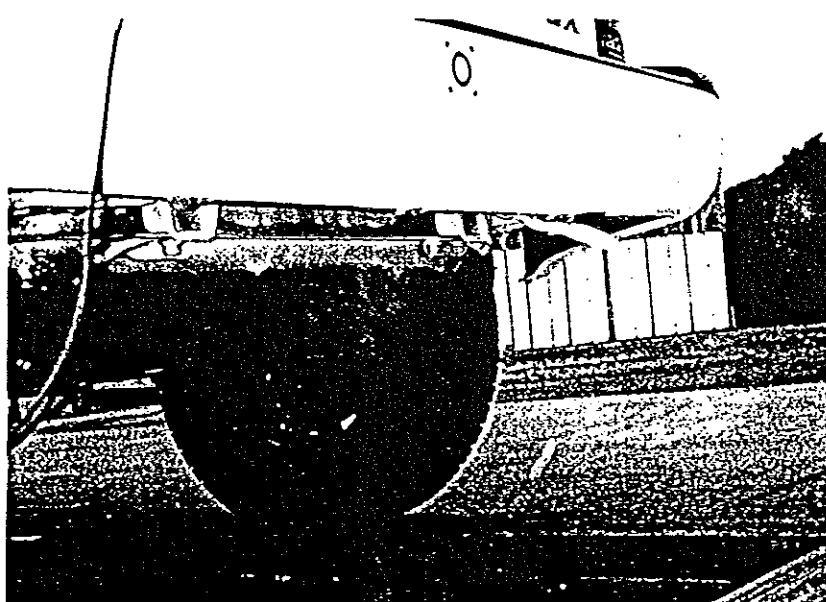
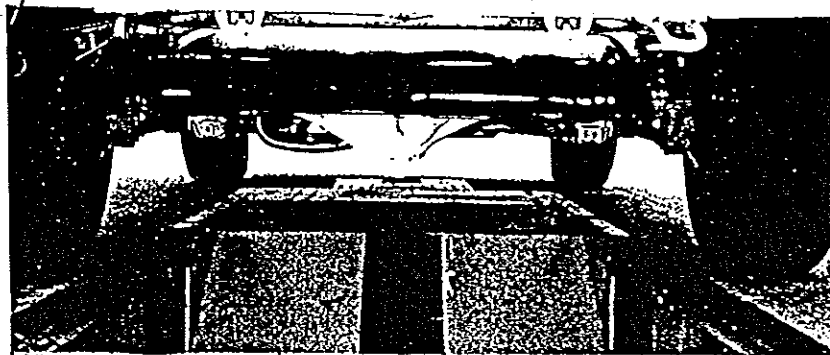
2. POST-TEST CONDITION

TEST SPEED	53.9 km/h	
DEVIATION OF MOVING BARRIER	8mm Left	
VEHICLE DEFORMATION (MM)	LEFT	349
	CENTER	369
	RIGHT	346
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION <u>SPECIFY</u> if there is any portion where may cause fuel leakage	None	

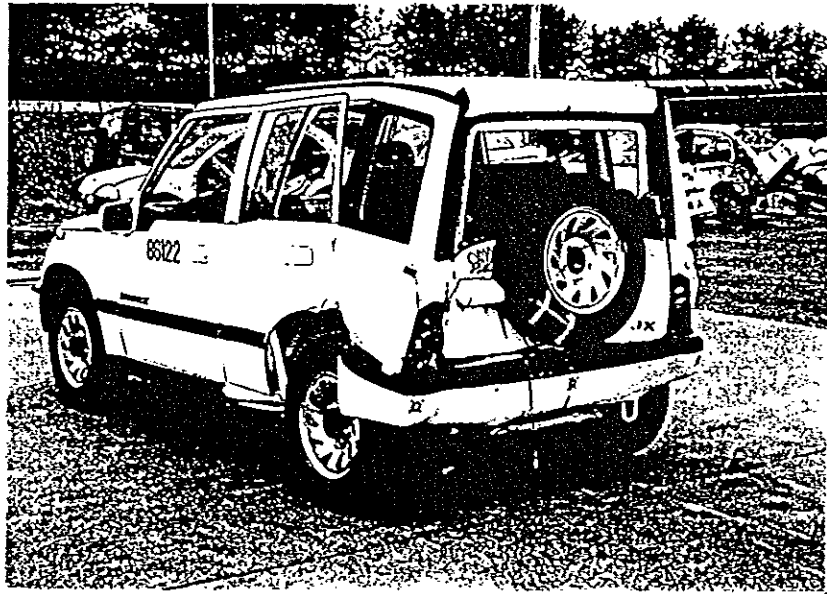
試験前 (Pre-Test)



試験前 (Pre-Test)

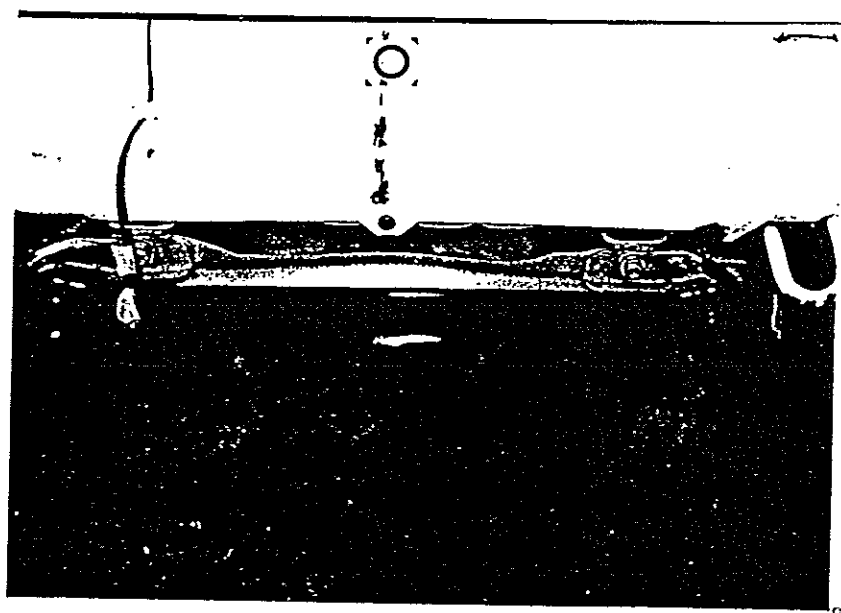
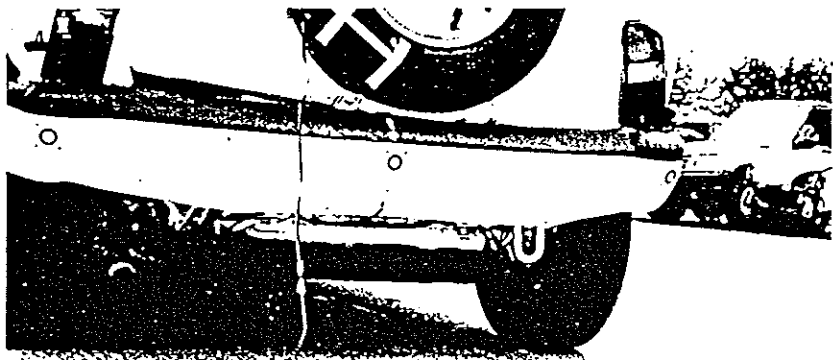


試験後 (Post-Test)

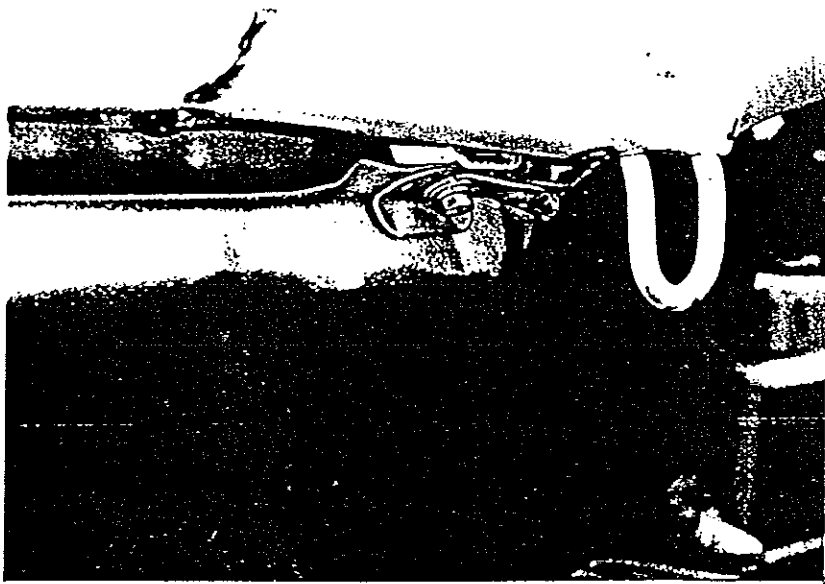
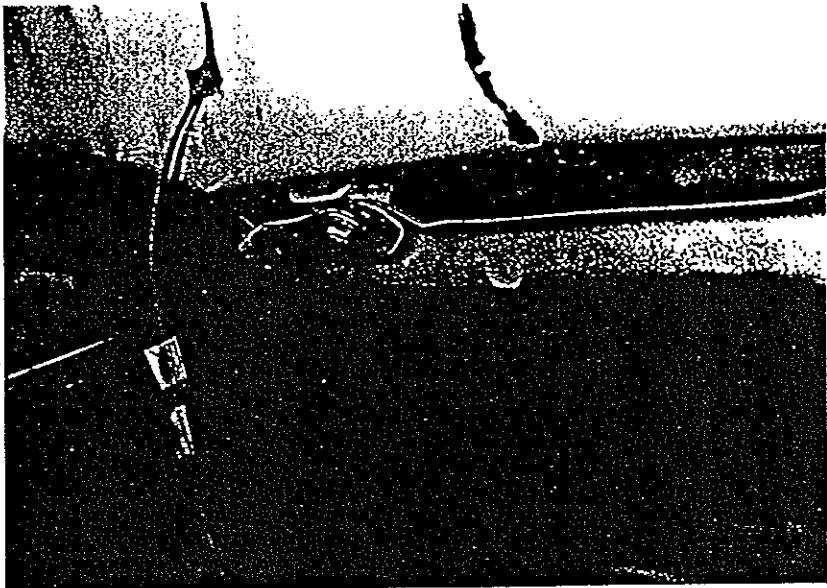




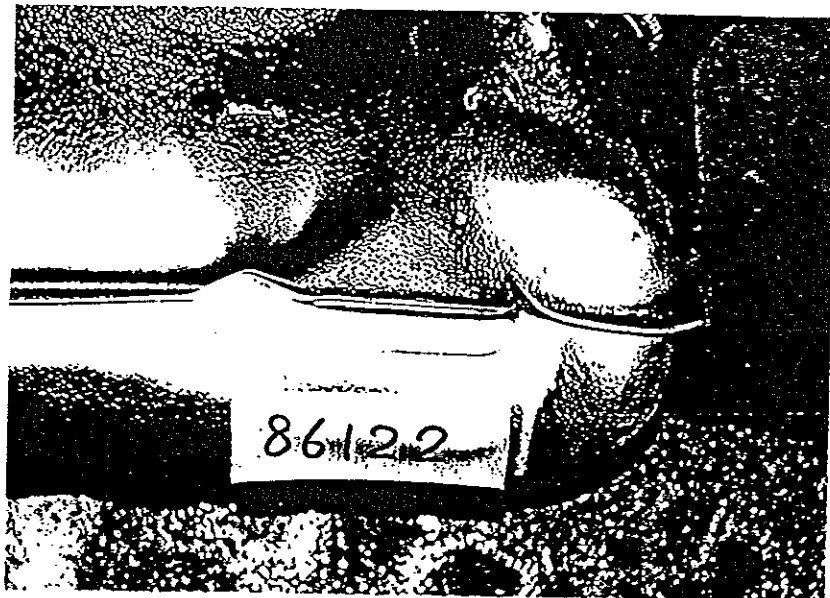
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-181

Test Date : 06/18/96

Vehicle : Model TRACKER 4door

Body Style VAN

Year 1996

Number 2CNBJ1365T6953984

Make Production

Engine : Configuration G16A

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T (4 Speed)

A/C : Yes  No

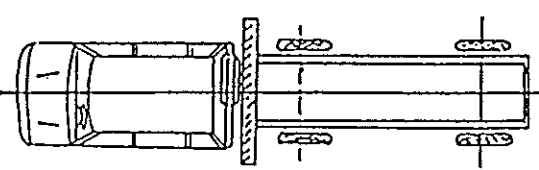
P/S : Yes  No

P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
FRONT	781.0 kg
REAR	691.0 kg
TOTAL	1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/>
	LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

MOVING BARRIER	1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT 48.3 ( 30.0 ) km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE		Degrees
TEST CONFIGURATION :		
		

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

SUZUKI RESTRICTED

Page 1/2

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-181

Test Results :

WAS FUEL SPILLAGE :	
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>




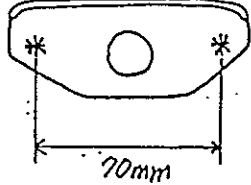
Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS ( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm	

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.18.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86181

1. TEST CONDITION

VEHICLE		CAMI '96MY 4door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		FINE 24 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td style="text-align: center;">356.0</td> <td style="text-align: center;">308.0</td> <td style="text-align: center;">664.0</td> </tr> <tr> <td>RIGHT</td> <td style="text-align: center;">348.0</td> <td style="text-align: center;">316.0</td> <td style="text-align: center;">664.0</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: center;">704.0</td> <td style="text-align: center;">624.0</td> <td style="text-align: center;">1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	356.0	308.0	664.0	RIGHT	348.0	316.0	664.0	TOTAL	704.0	624.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	356.0	308.0	664.0																
RIGHT	348.0	316.0	664.0																
TOTAL	704.0	624.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td style="text-align: center;">387.0</td> <td style="text-align: center;">343.0</td> <td style="text-align: center;">730.0</td> </tr> <tr> <td>RIGHT</td> <td style="text-align: center;">394.0</td> <td style="text-align: center;">348.0</td> <td style="text-align: center;">742.0</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: center;">781.0</td> <td style="text-align: center;">691.0</td> <td style="text-align: center;">1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	387.0	343.0	730.0	RIGHT	394.0	348.0	742.0	TOTAL	781.0	691.0	1472.0
	FRONT	REAR	TOTAL																
LEFT	387.0	343.0	730.0																
RIGHT	394.0	348.0	742.0																
TOTAL	781.0	691.0	1472.0																

1. TEST CONDITION (CONTINUED)

86181

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	757	762
	RIGHT	760	763
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

2. POST-TEST CONDITION

TEST SPEED	48.3 km/h	
DEVIATION OF MOVING BARRIER	15mm Left	
VEHICLE DEFORMATION (MM)	LEFT	244
	CENTER	270
	RIGHT	241
PROPELLER SHAFT	Not Separated	
FUEL TANK DEFORMATION <u>SPECIFY</u> if there is any portion where may cause fuel leakage	None	

試験前 (Pre-Test)

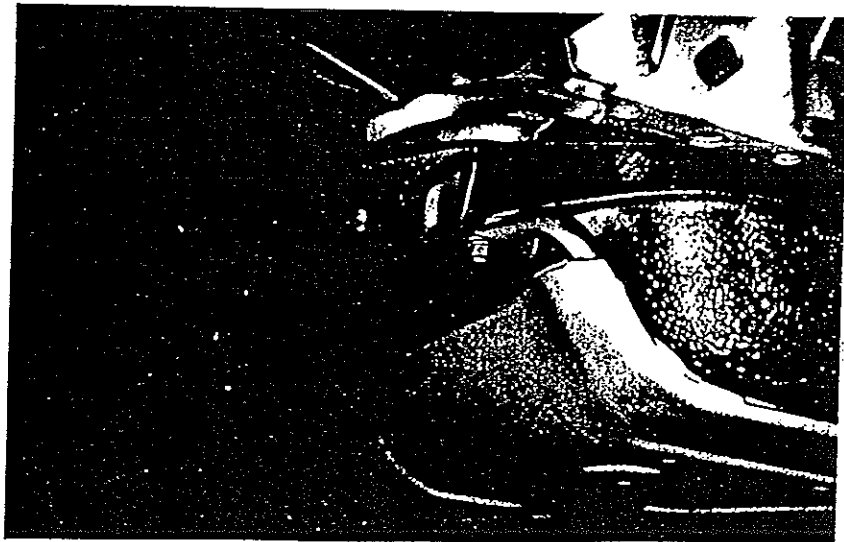
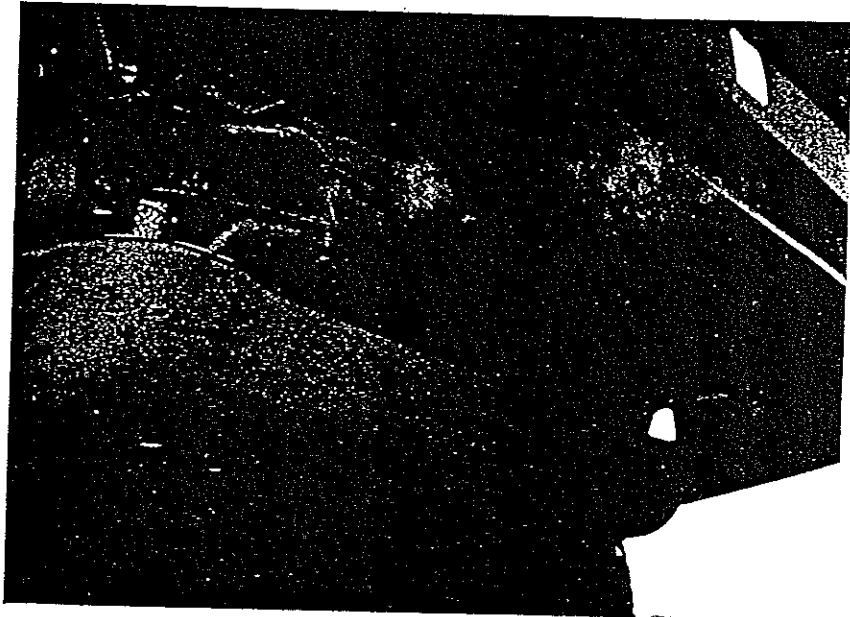




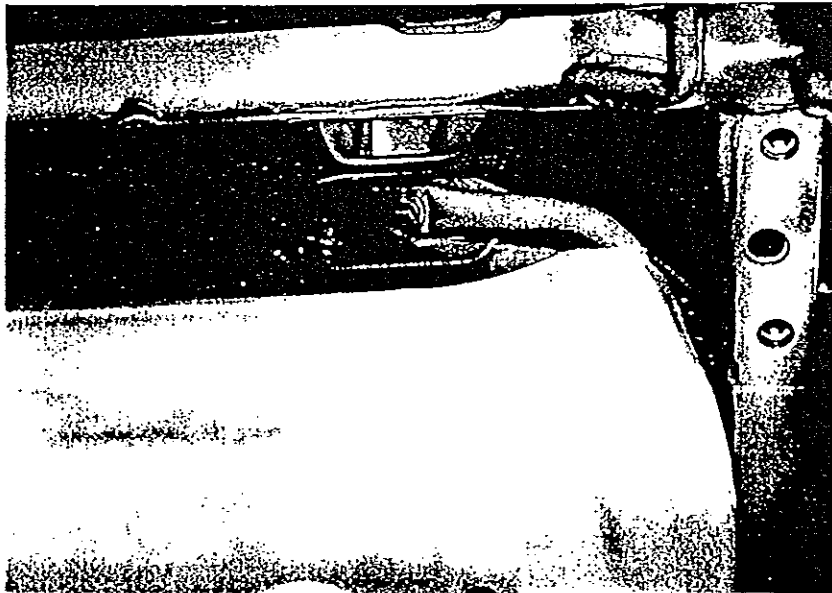
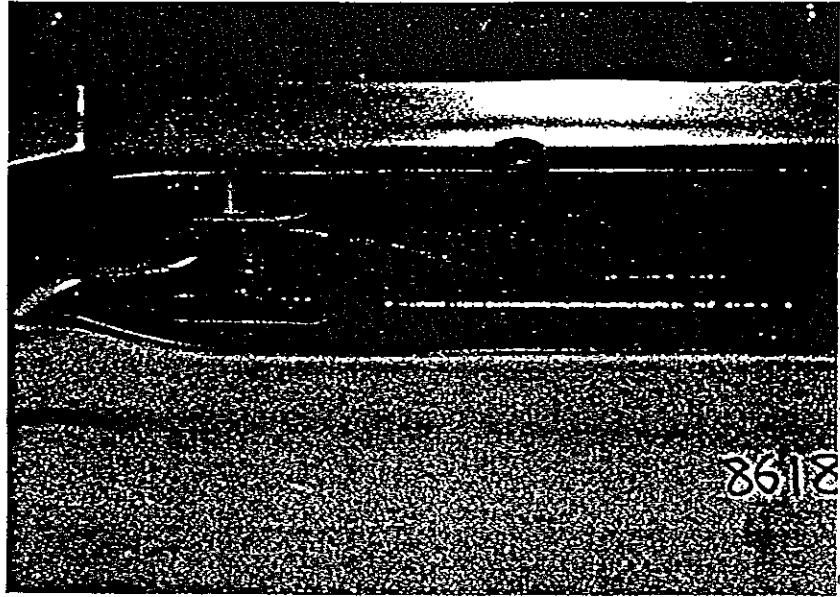
試験前 (Pre-Test)



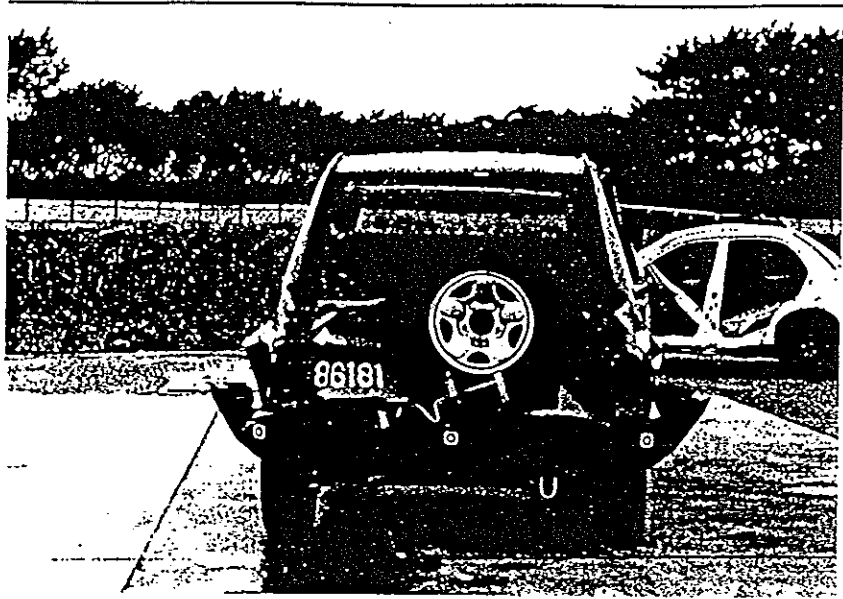
96181



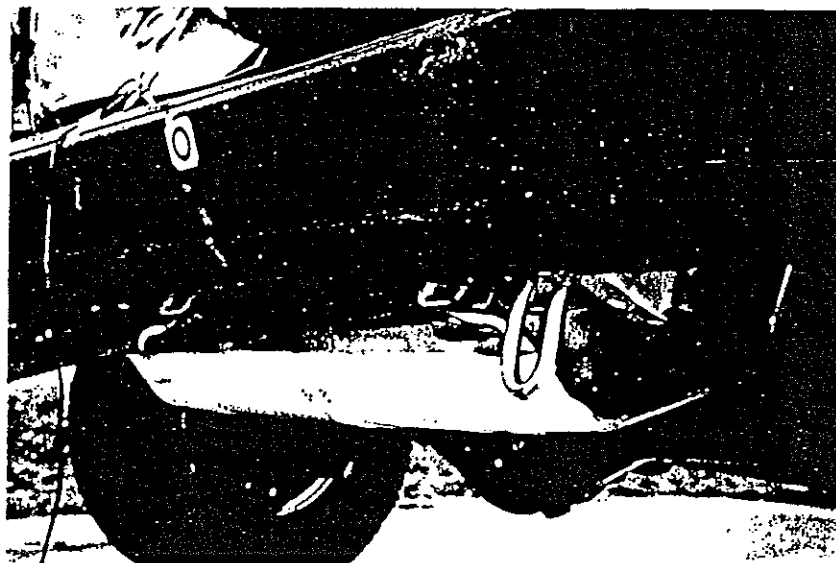
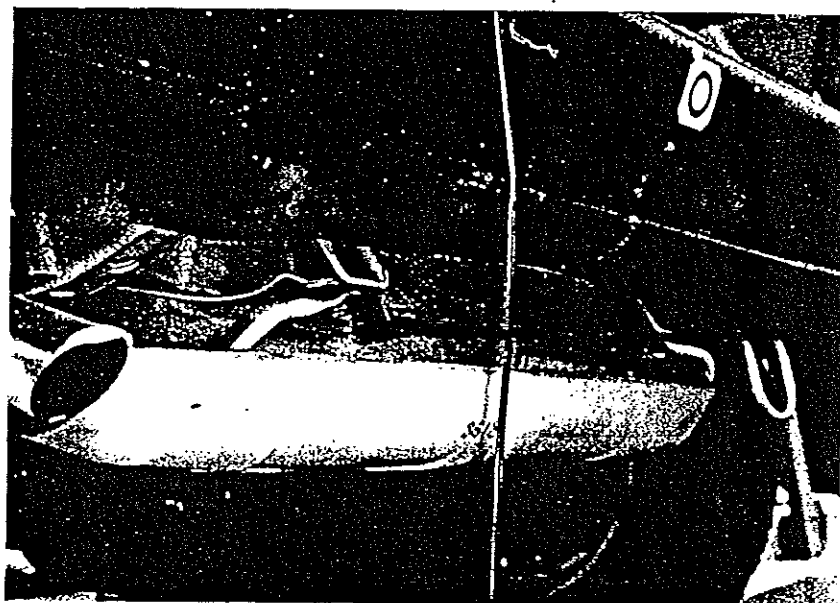
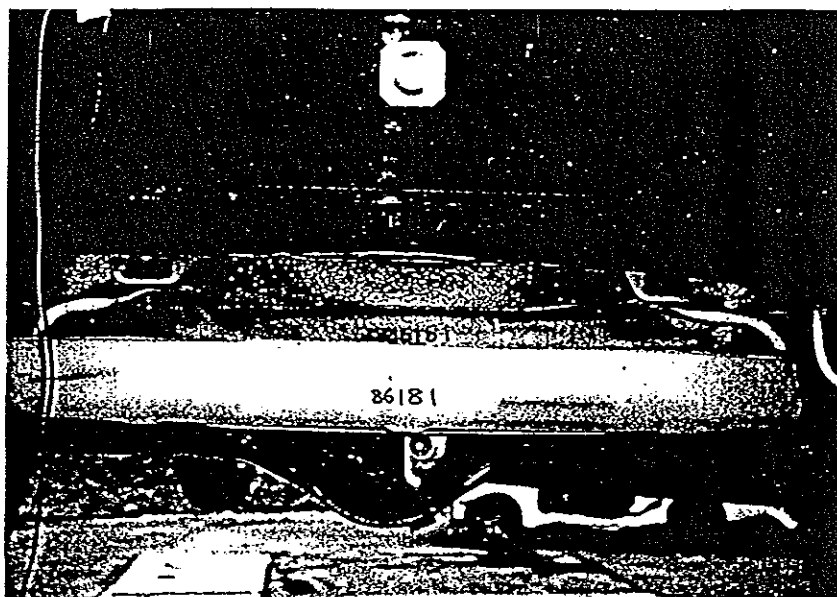
試験前 (Pre-Test)



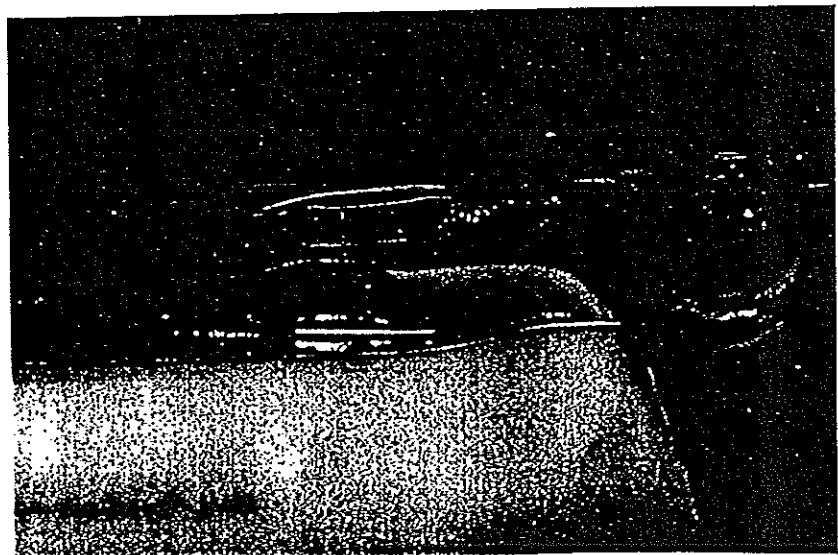
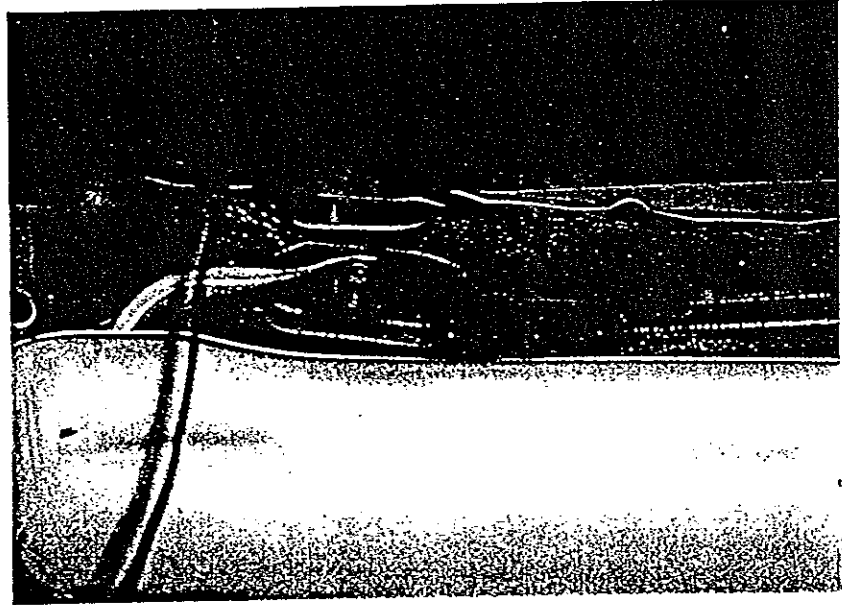
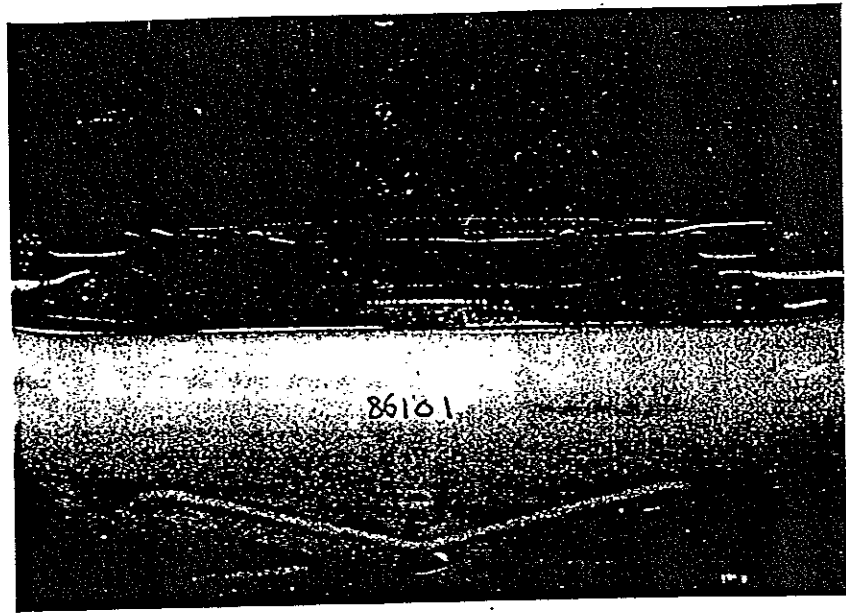
試 駛 後 (POST-TEST)



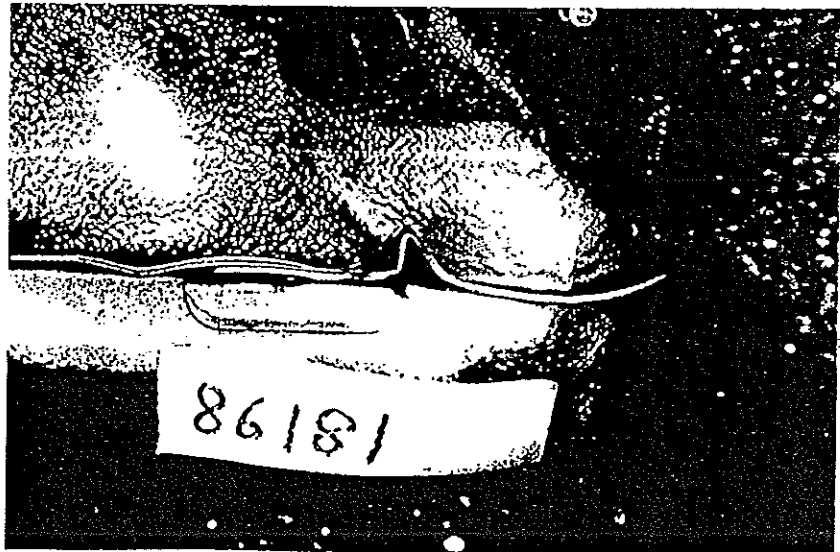
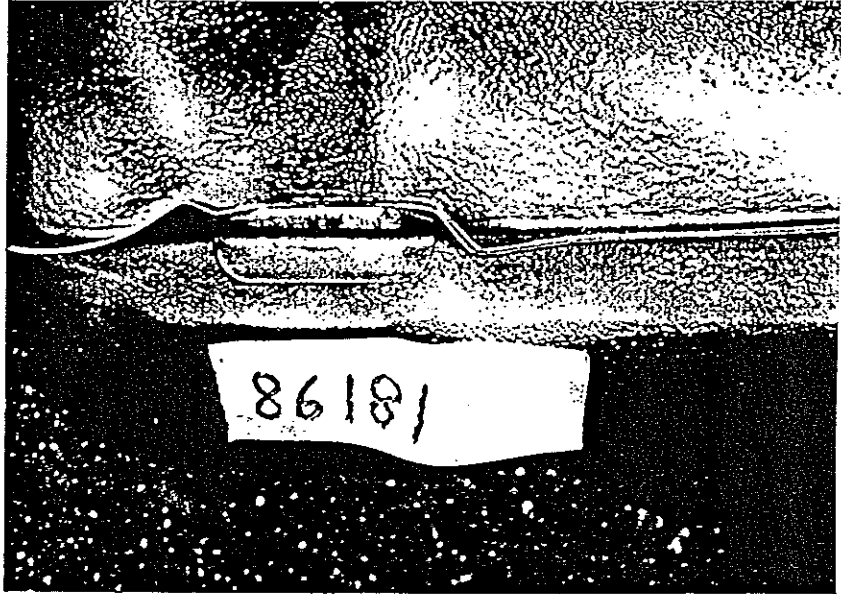
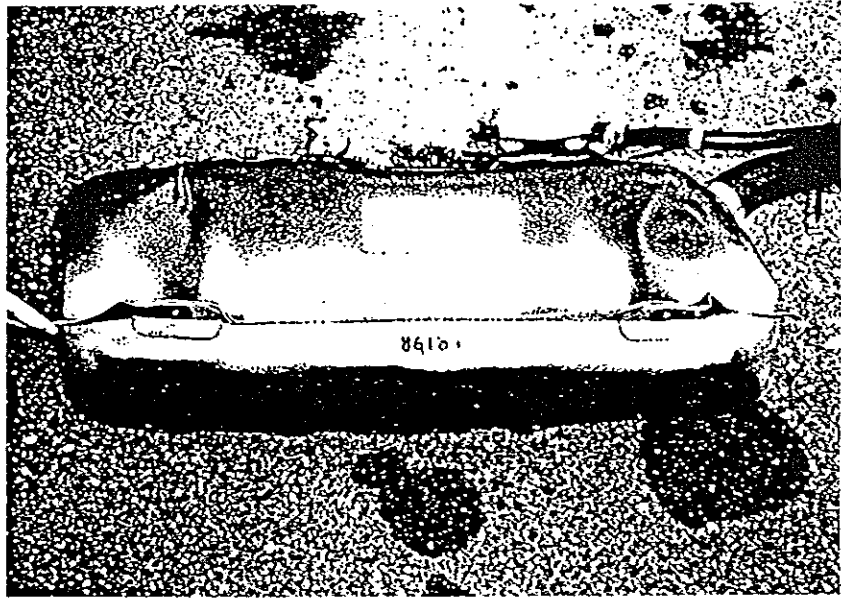
試験後 (Post-Test)



試験後 (Post-Test)



試験後 (Post-Test)



# TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8814

CAR TO CAR FULL

TITLE : FUEL SYSTEM INTEGRITY ( DEVELOPMENT TEST : CAR TO CAR 50 MPH )

Test No. : 86-253  
Test Date : 06/25/96

Vehicle : Model SIDEKICK 4door Body Style VAN Year 1996  
Number JS3TD03V3V4100006 Make Production

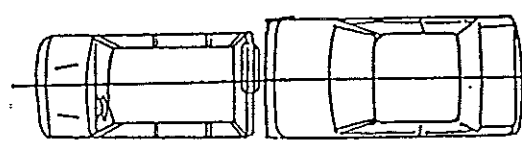
Engine : Configuration G16A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ Unusable Cap. 1.5ℓ Transmission : A/T ( 4 Speed )

A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

Impact Pattern : REAR -FRONT FULL LAP Striking Car Type : TOYOTA CROWN

VEHICLE	
VELOCITY AT IMPACT <u>0.0 ( 0.0 )</u> km/h ( mph )	
TEST MASS (INCLUDED DUMMIES) FRONT <u>764.0</u> kg REAR <u>690.0</u> kg TOTAL <u>1454.0</u> kg	
CARGO BALLAST	<u>137</u> kg <input type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/>
	RATED CARGO <input checked="" type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : <u>STODDARD SOLVENT</u> VOLUME : <u>94 % OF USABLE CAPA. = 51.7 ℓ</u>
ENGINE RUNNING YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

STRIKING CAR	<u>1476.0</u> kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT <u>78.6 ( 48.8 )</u> km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		
		

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-253

Test Results :

WAS FUEL SPILLAGE :		
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>

Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE		
DURING IMPACT: 0.0 gm		DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT )	: 0.0 gm

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.25.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

S 212352



1. TEST CONDITION (CONTINUED)

86253



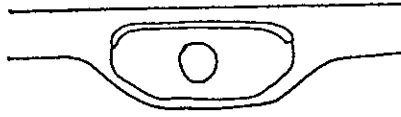
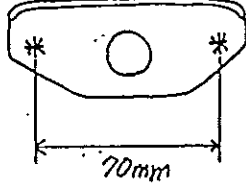
TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	762	765
	RIGHT	765	767
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

2. POST-TEST CONDITION

TEST SPEED	78.6 km/h	
DEVIATION OF MOVING BARRIER	40 mm Right	
VEHICLE DEFORMATION (MM)	LEFT	373
	CENTER	395
	RIGHT	451
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

TEST NO. 86253

1. TEST CONDITION

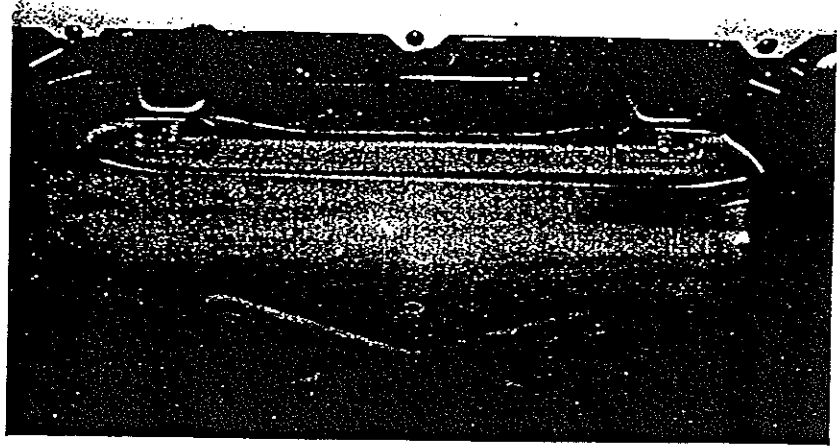
VEHICLE		IWATA '96MY 4door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 26 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>338.0</td> <td>312.0</td> <td>650.0</td> </tr> <tr> <td>RIGHT</td> <td>346.0</td> <td>314.0</td> <td>660.0</td> </tr> <tr> <td>TOTAL</td> <td>684.0</td> <td>626.0</td> <td>1310.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	338.0	312.0	650.0	RIGHT	346.0	314.0	660.0	TOTAL	684.0	626.0	1310.0
	FRONT	REAR	TOTAL																
LEFT	338.0	312.0	650.0																
RIGHT	346.0	314.0	660.0																
TOTAL	684.0	626.0	1310.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>381.0</td> <td>347.0</td> <td>728.0</td> </tr> <tr> <td>RIGHT</td> <td>383.0</td> <td>343.0</td> <td>726.0</td> </tr> <tr> <td>TOTAL</td> <td>764.0</td> <td>690.0</td> <td>1454.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	381.0	347.0	728.0	RIGHT	383.0	343.0	726.0	TOTAL	764.0	690.0	1454.0
	FRONT	REAR	TOTAL																
LEFT	381.0	347.0	728.0																
RIGHT	383.0	343.0	726.0																
TOTAL	764.0	690.0	1454.0																

試験前 (Pre-Test)

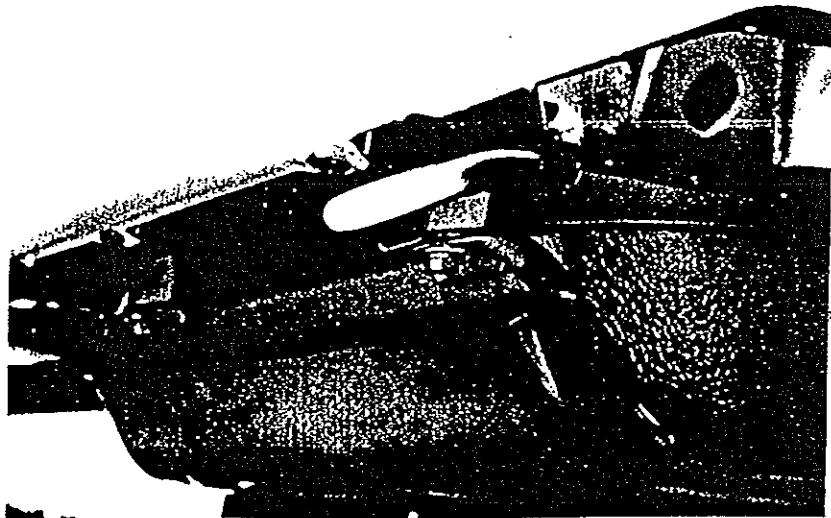
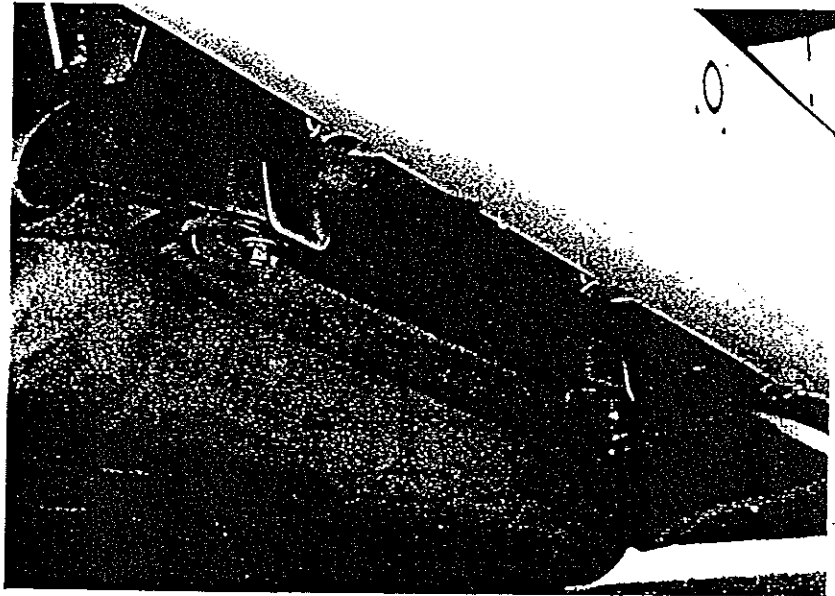


試験前 (Pre-Test)

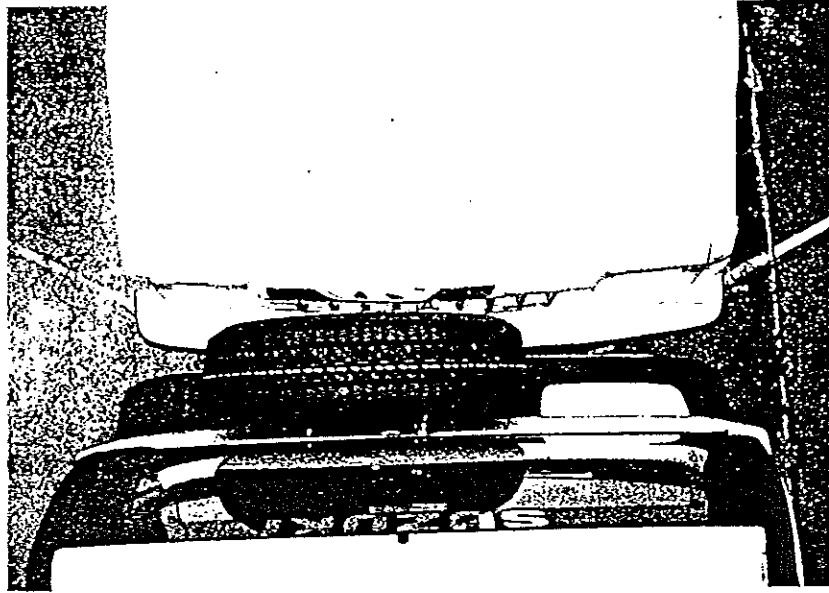
○



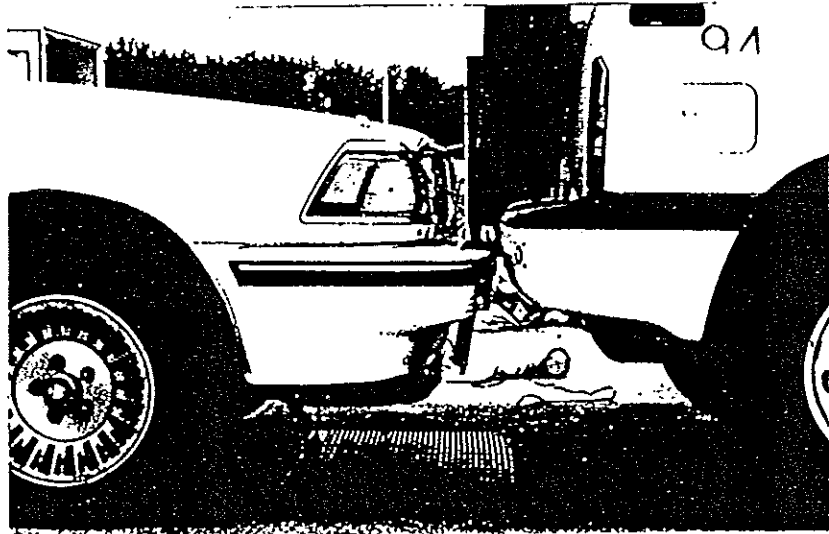
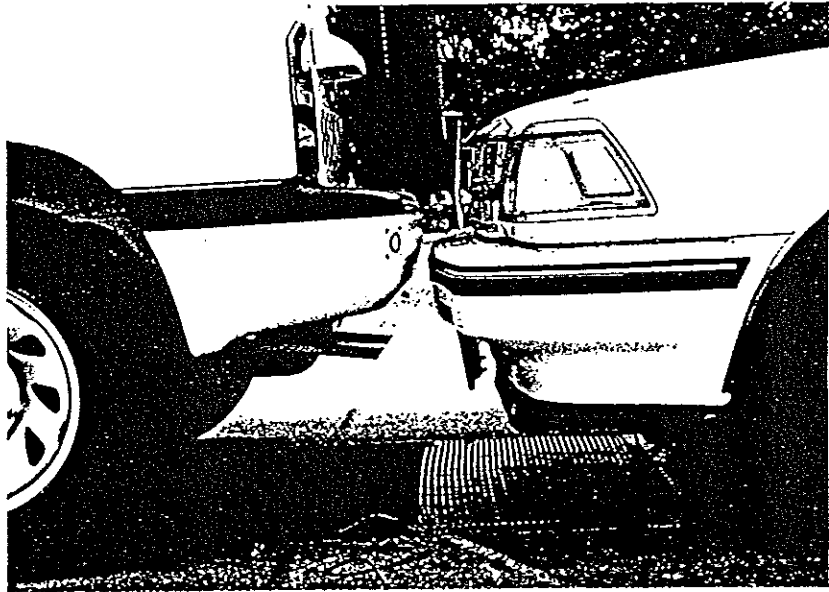
86-253



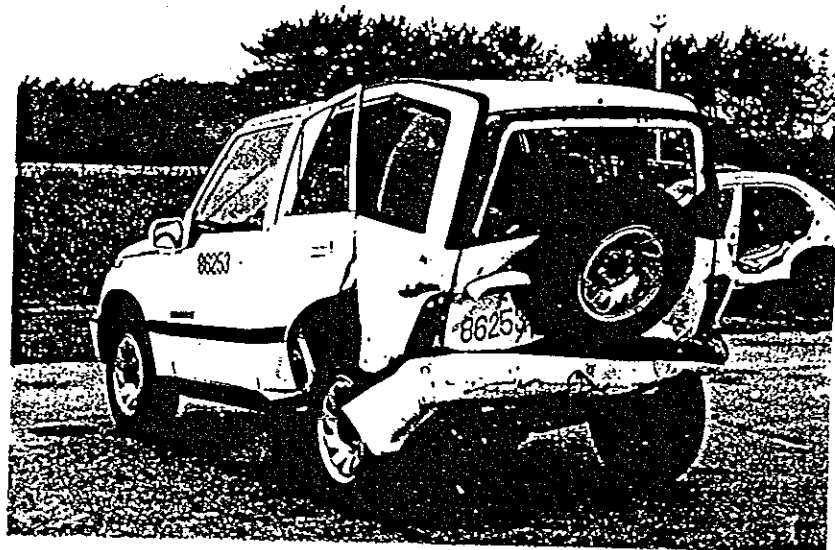
試験前 (Pre-Test)



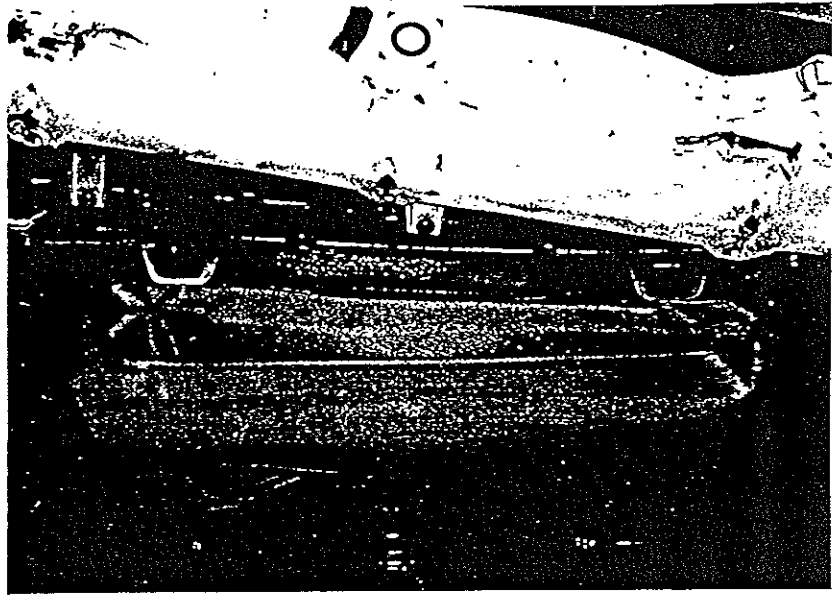
86-253



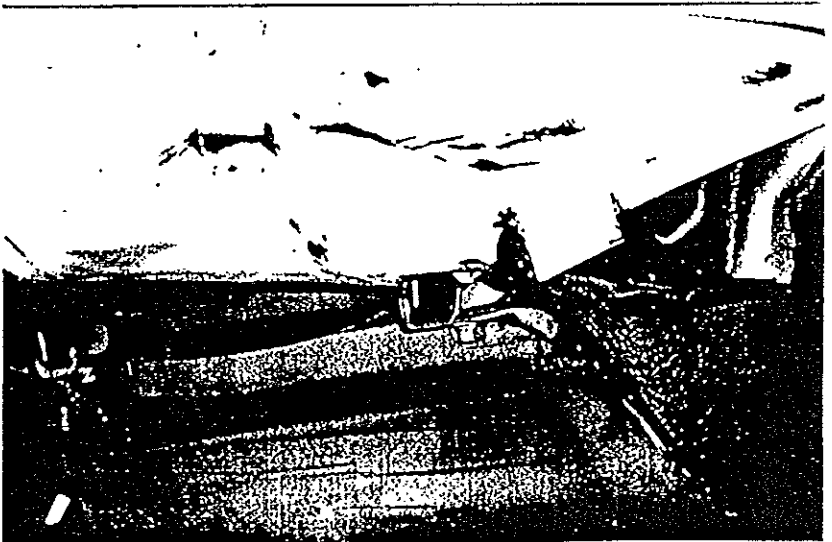
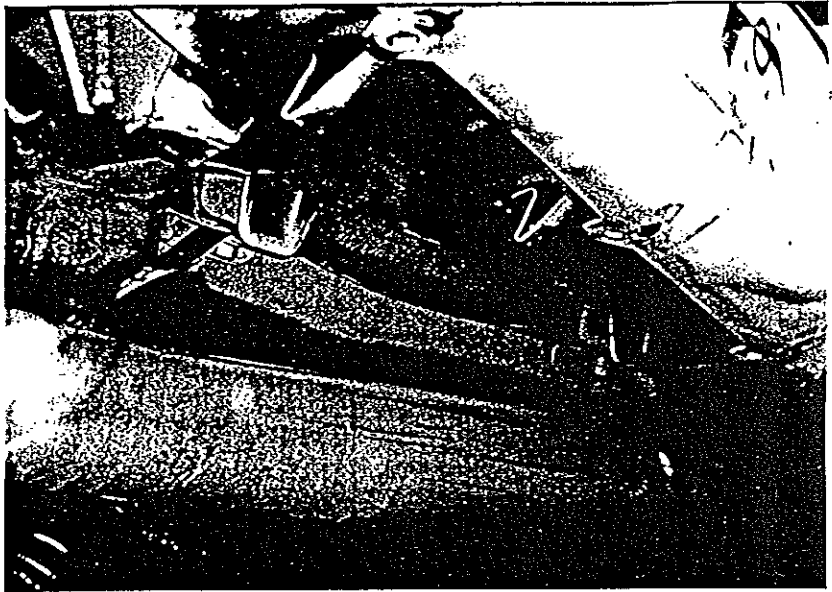
試験後 (Post-Test)



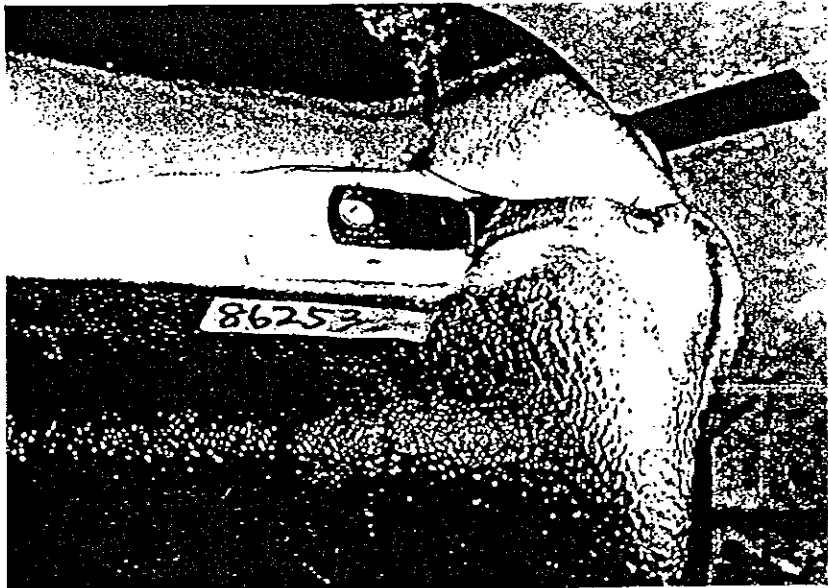
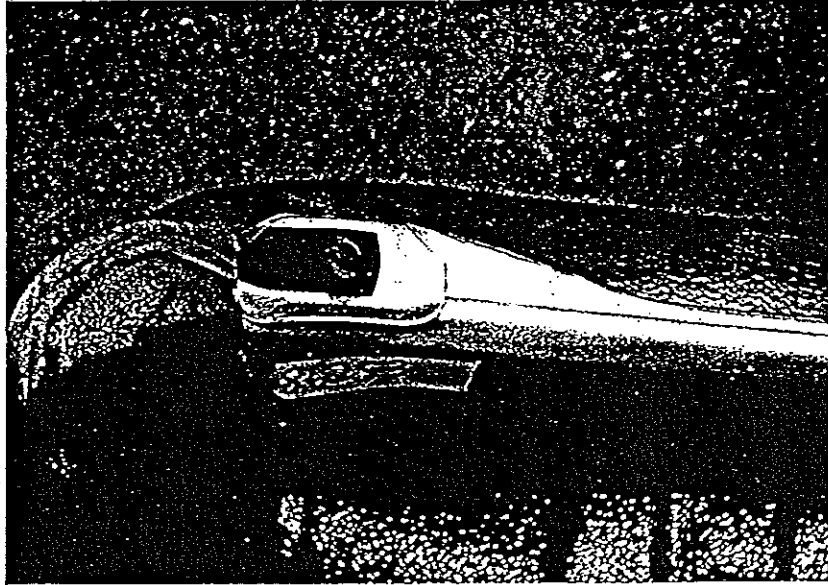
試験後 (Post-Test)



86-253

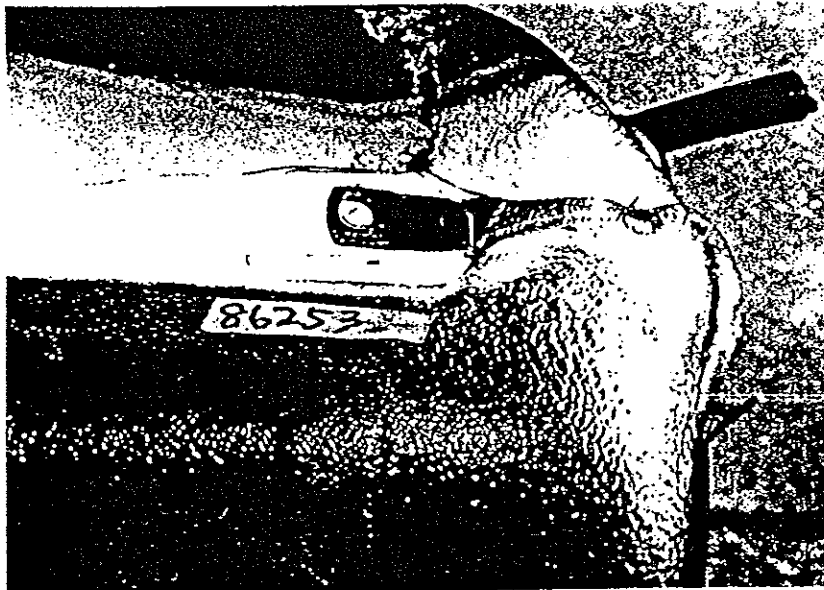
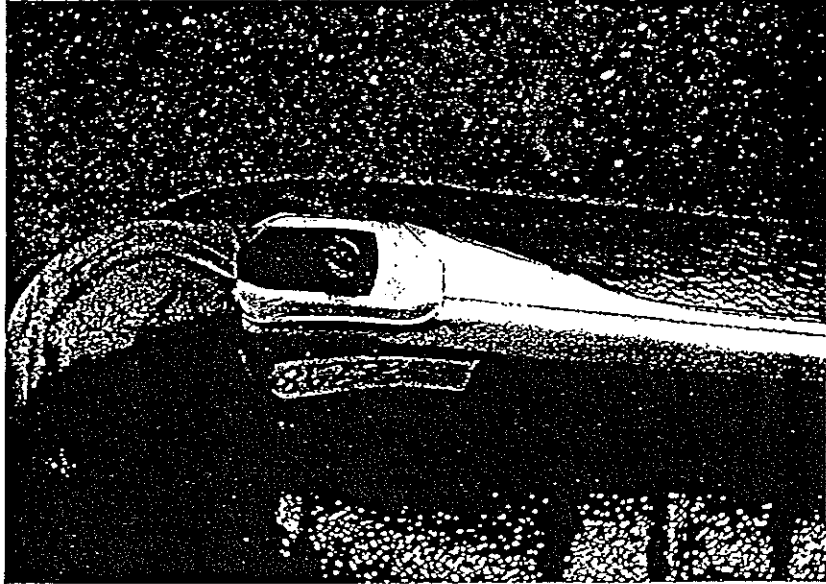


試験後 (Post-Test)

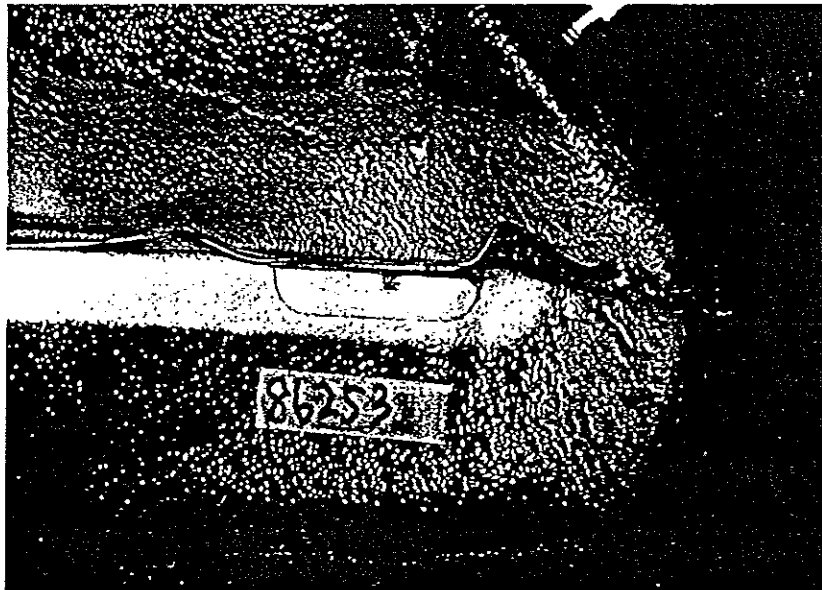
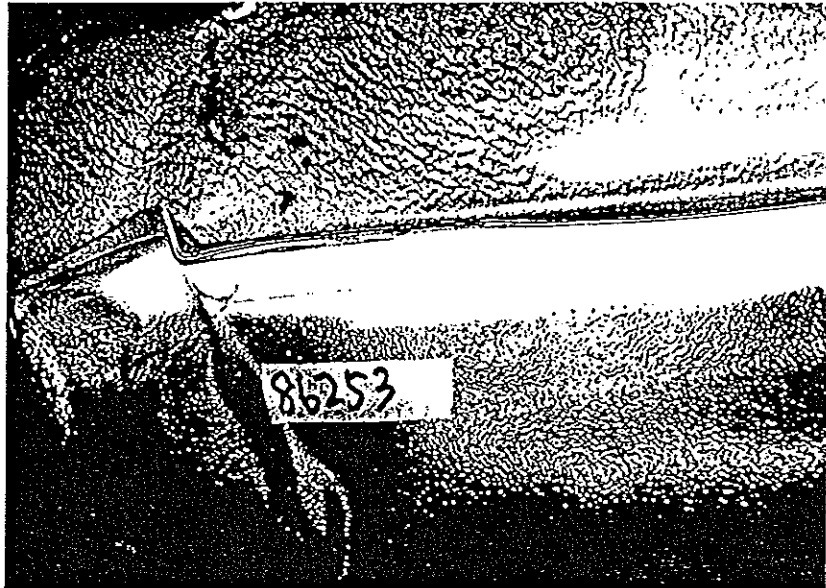




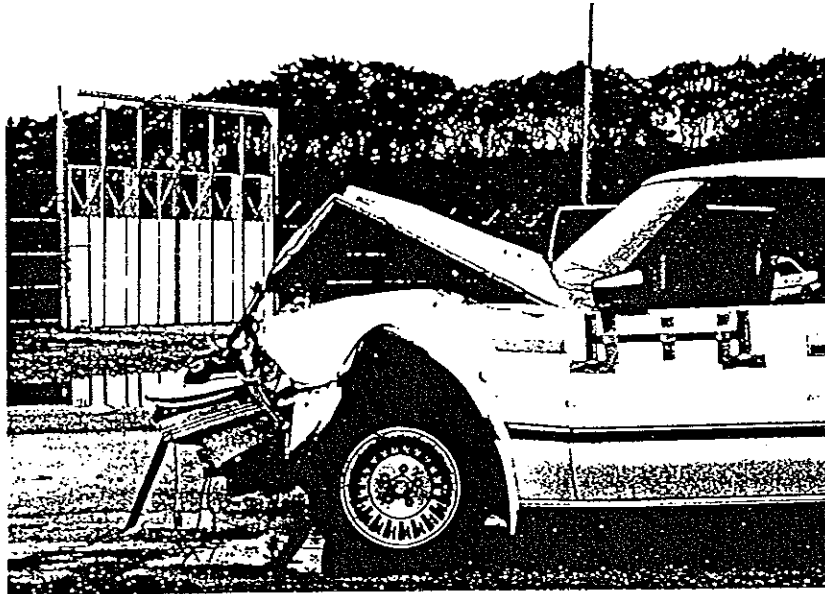
試験後 (Post-Test)



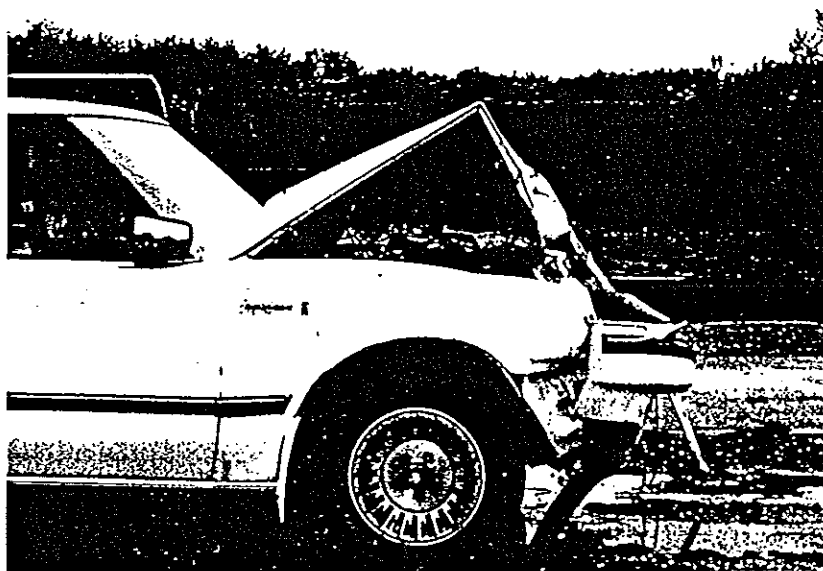
試験後 (Post-Test)




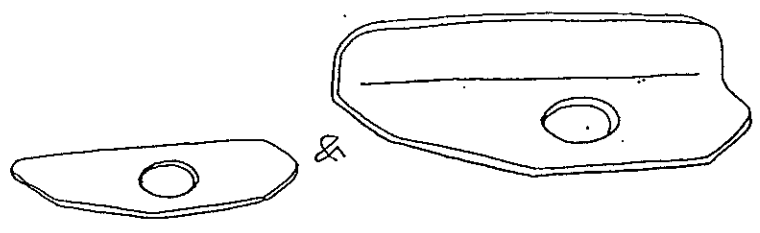
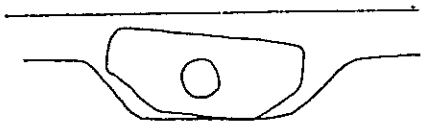
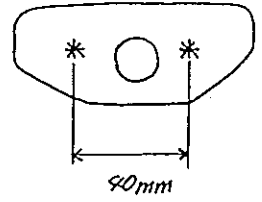
試験後 (Post-Test)



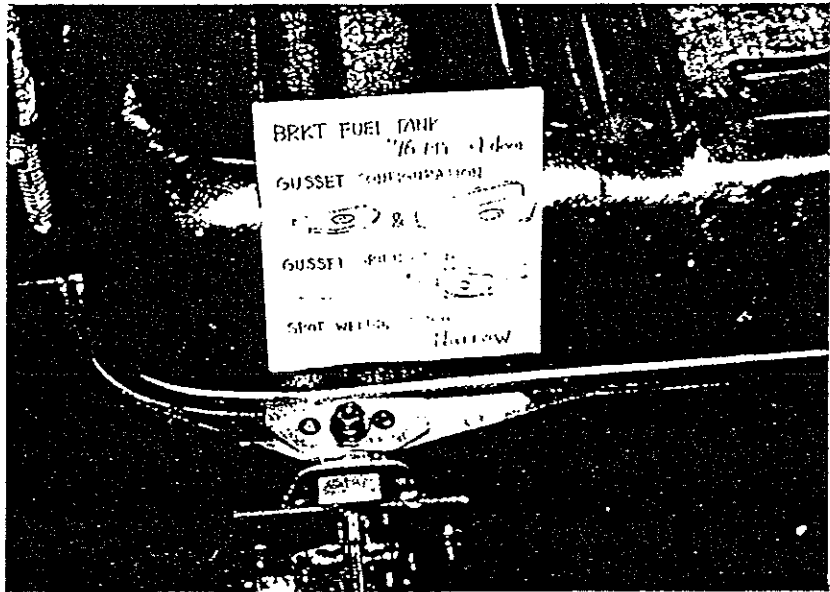
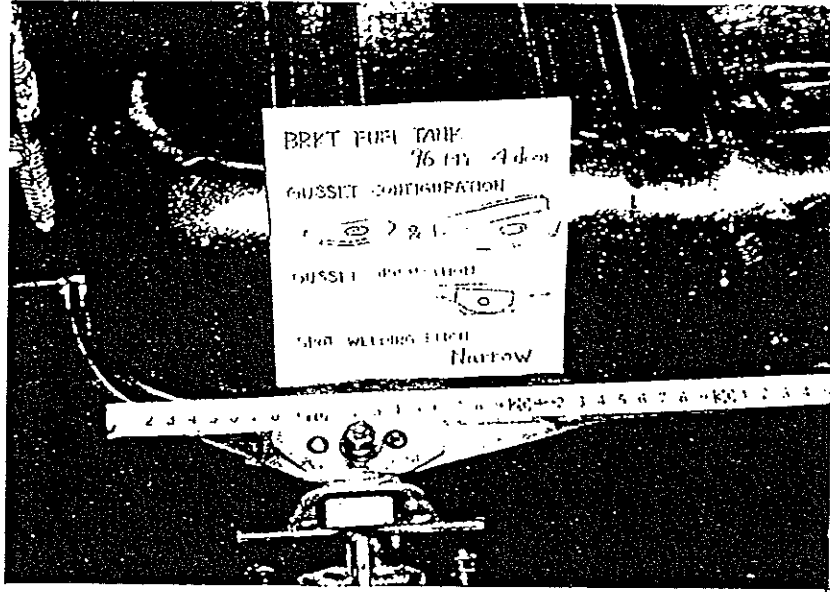
86-253



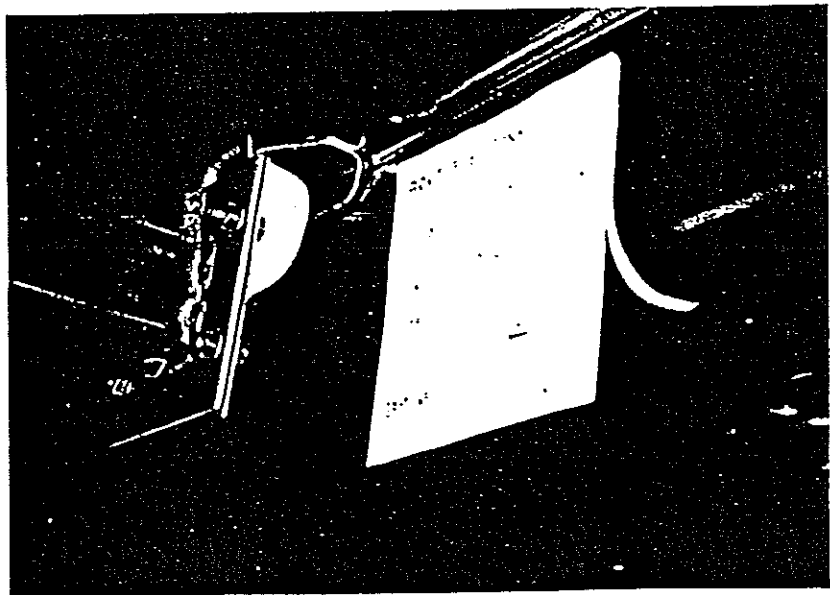
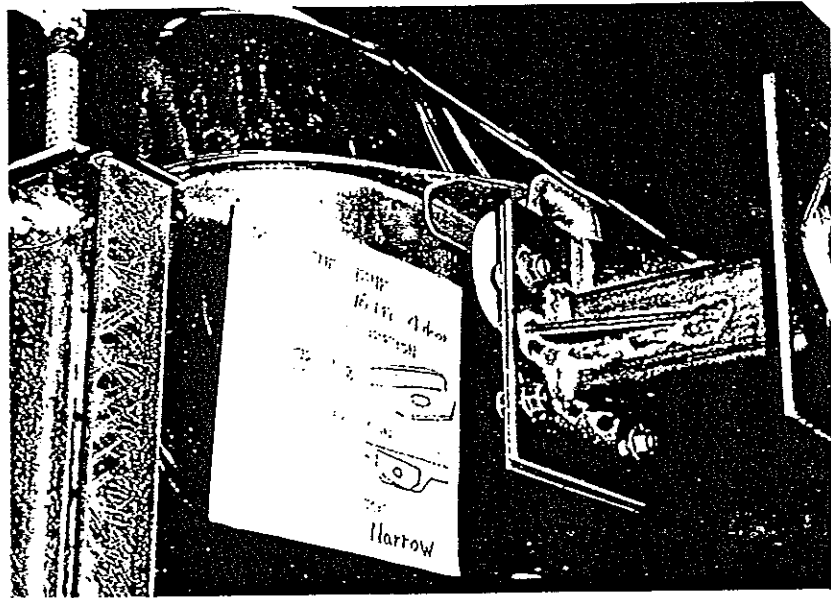
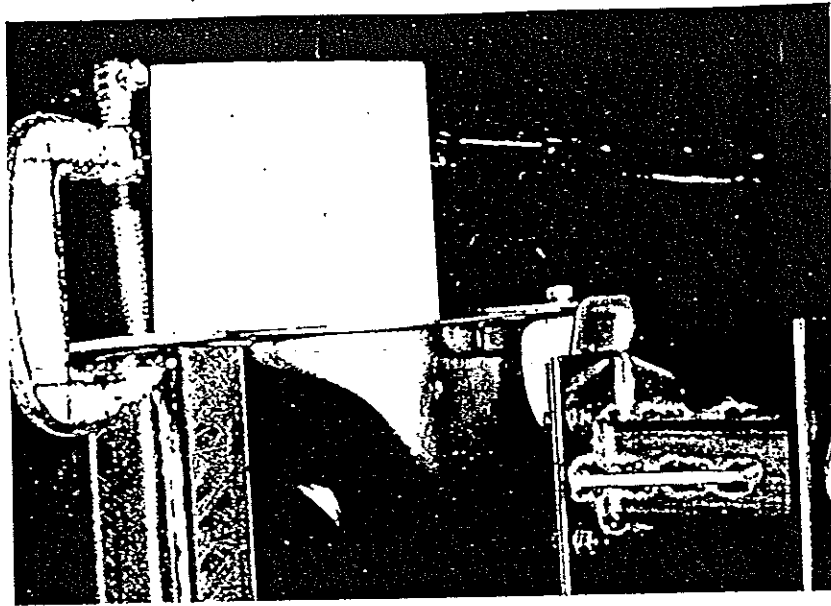
FUEL TANK STATIC TEST

TEST No		C-3
TEST DATE		1996 / 6 / 7
FUEL TANK BRACKET		
G U S S E T	CONFIGURATION	
	GUSSET ORIENTATION	
	SPOT WELDING PITCH	

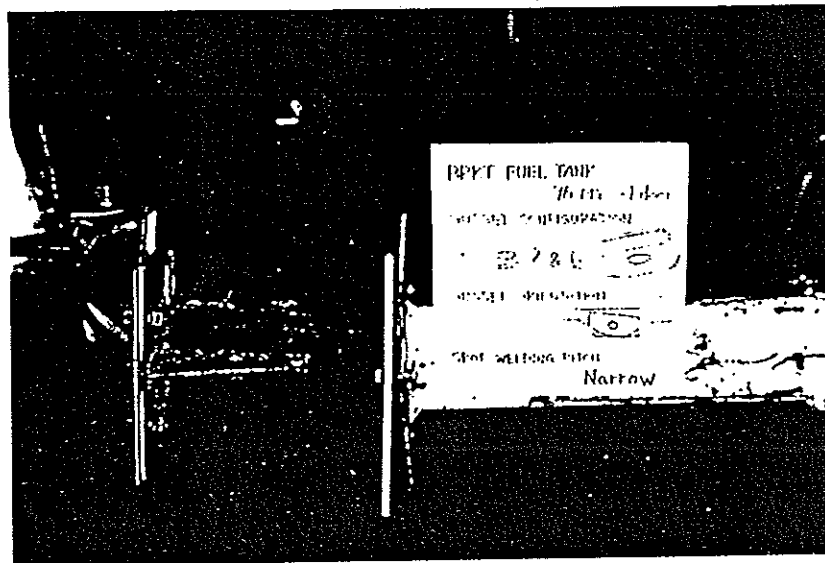
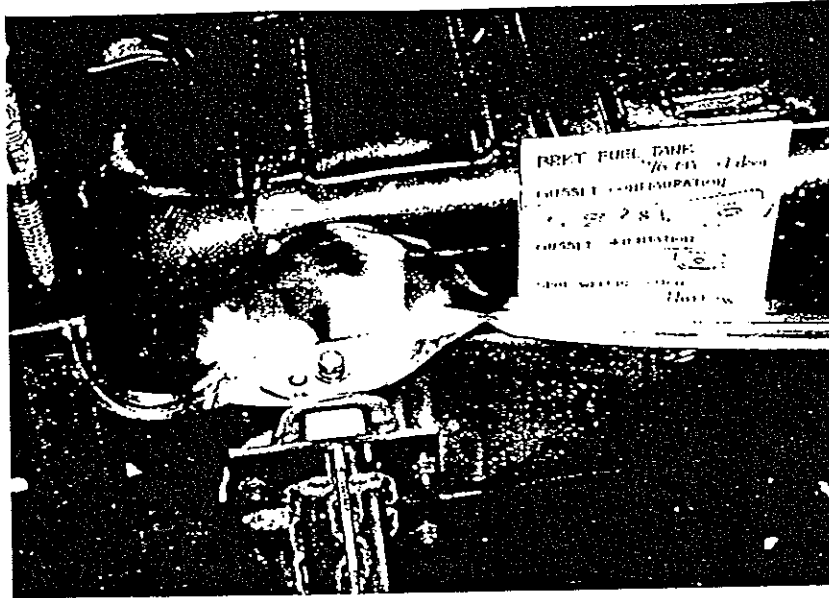
試験前 (Pre-Test)



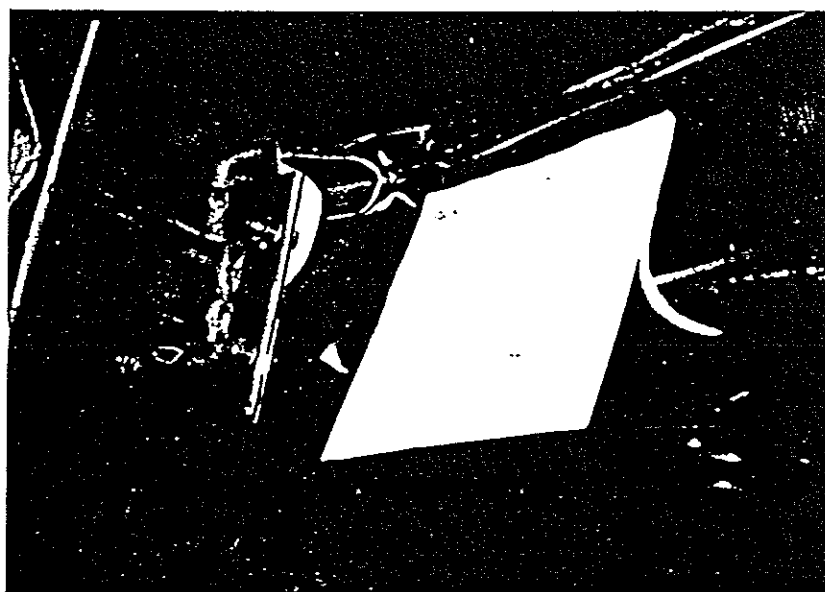
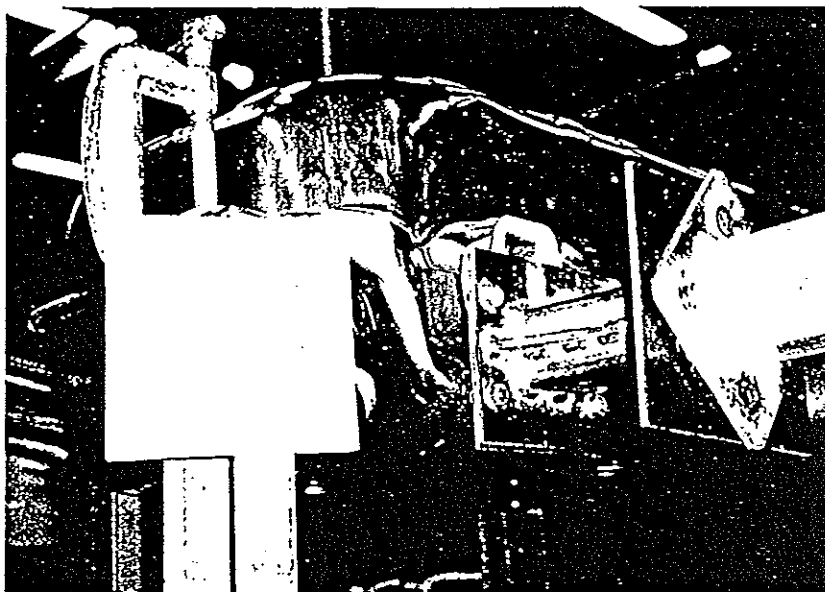
試験前 (Pre-Test)



試験後 (Post-Test)

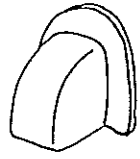
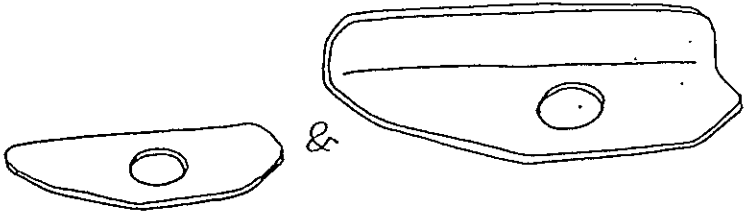
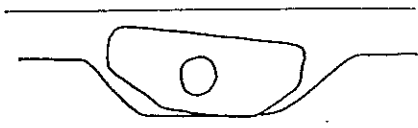
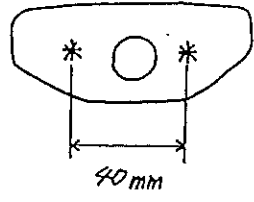


試験後 (Post-Test)

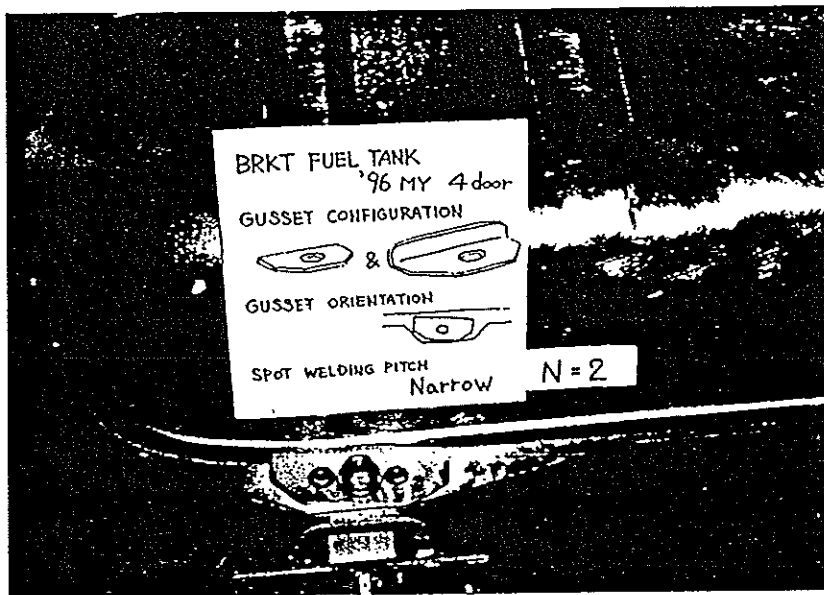
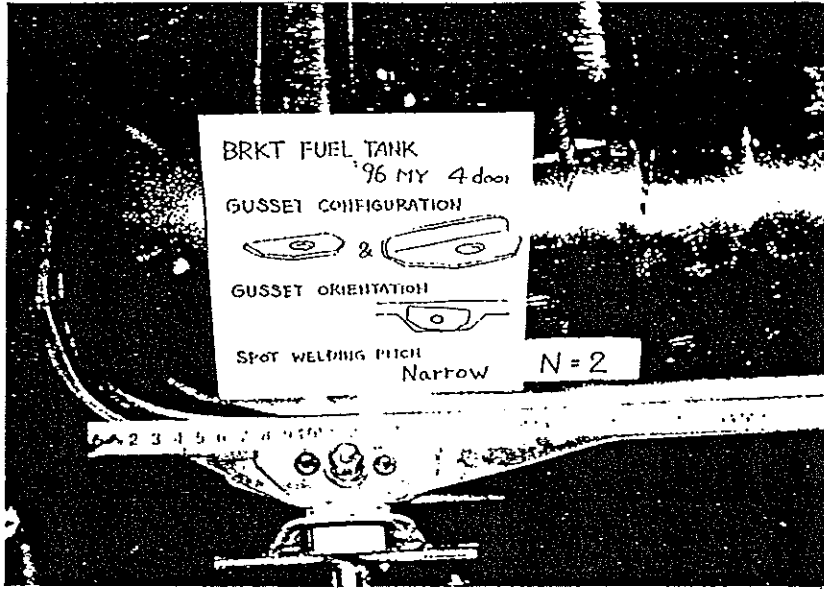




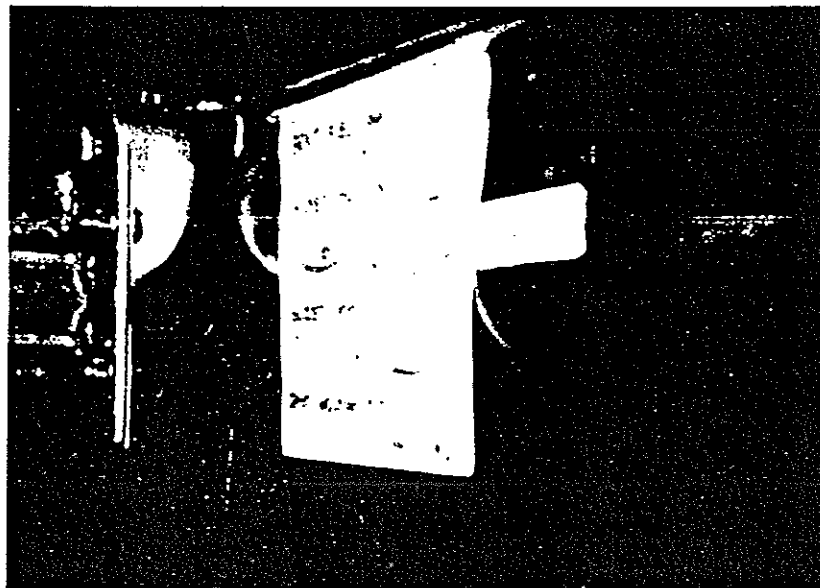
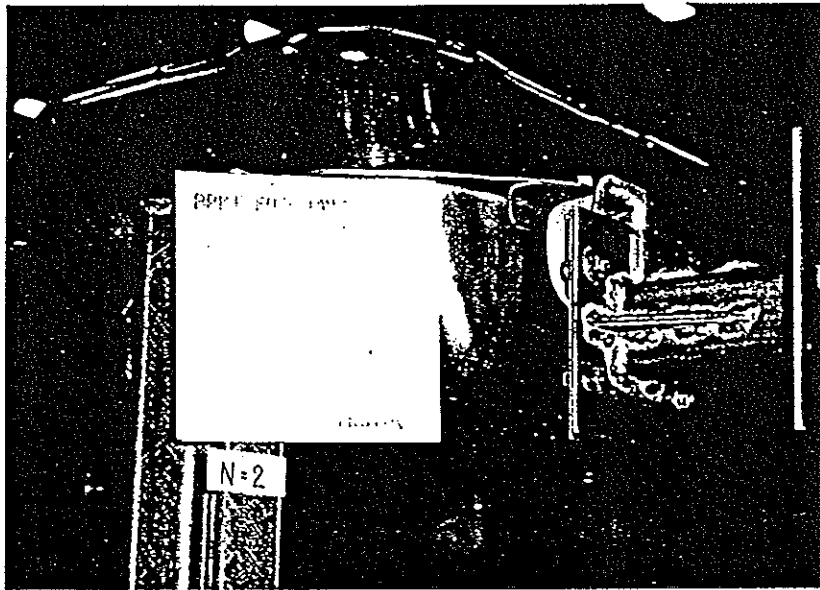
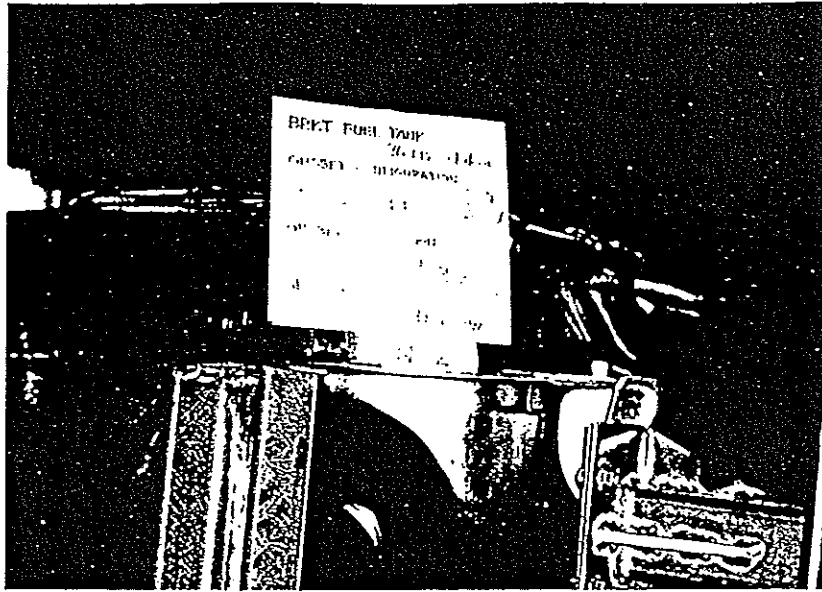
FUEL TANK STATIC TEST

TEST No		C - 4
TEST DATE		1996 / 6 / 7
FUEL TANK BRACKET		
G U S S E T	CONFIGURATION	
	GUSSET ORIENTATION	
	SPOT WELDING PITCH	

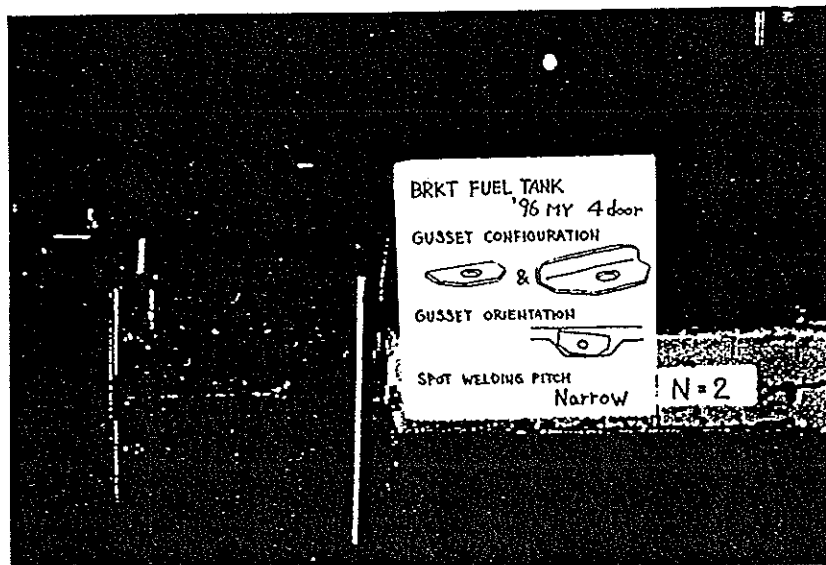
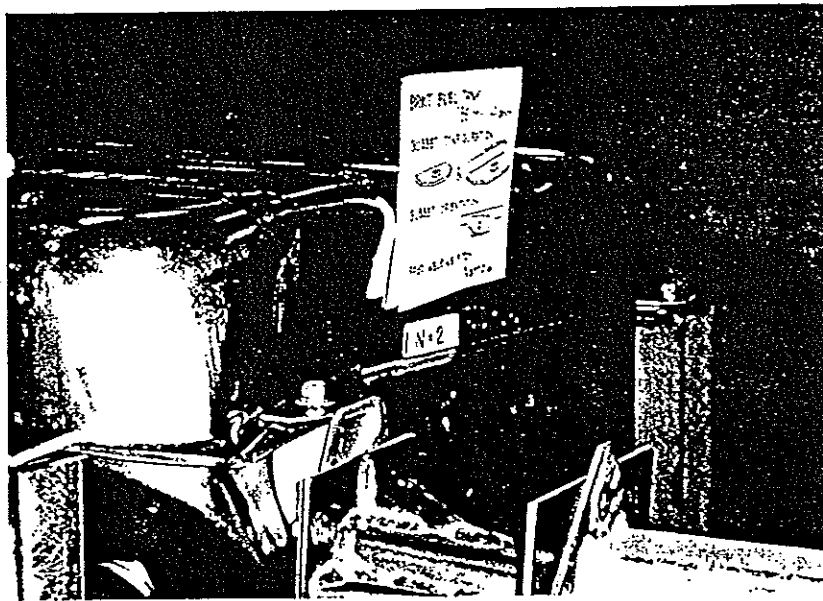
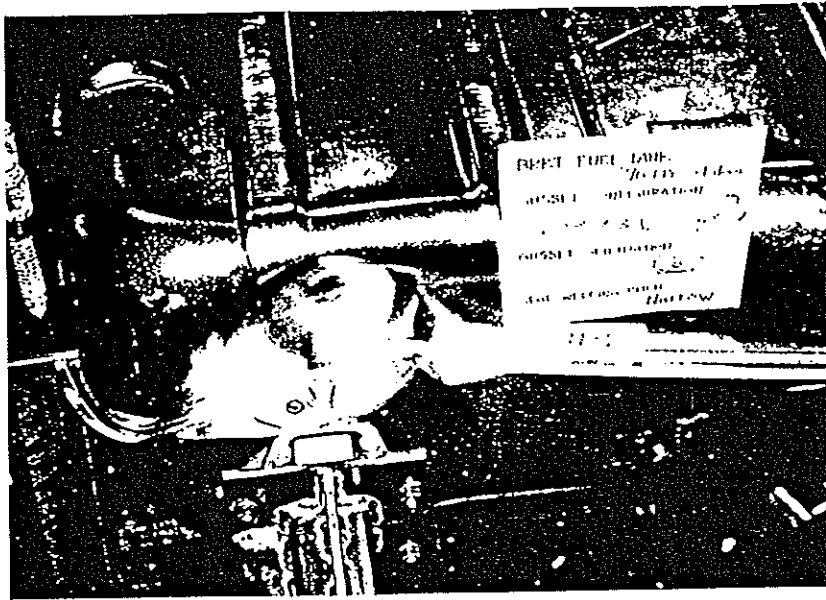
試験前 (Pre-Test)



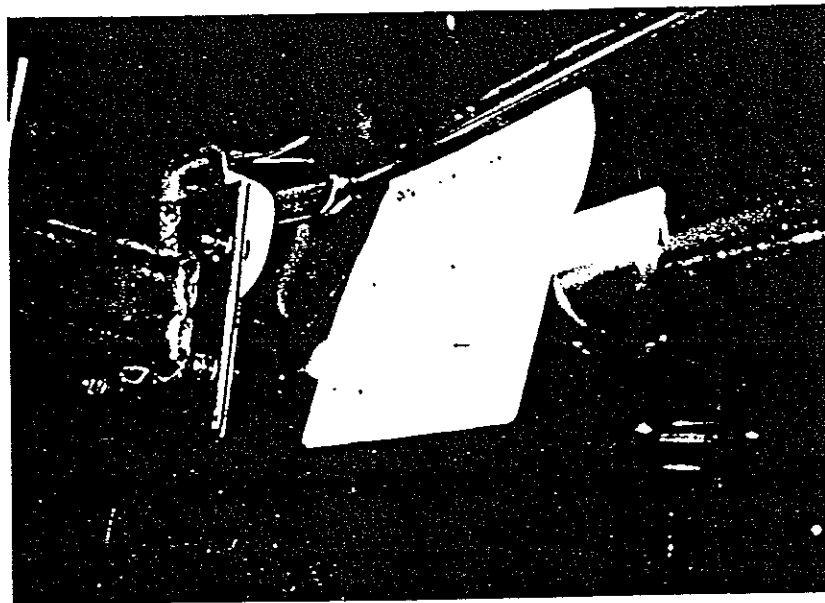
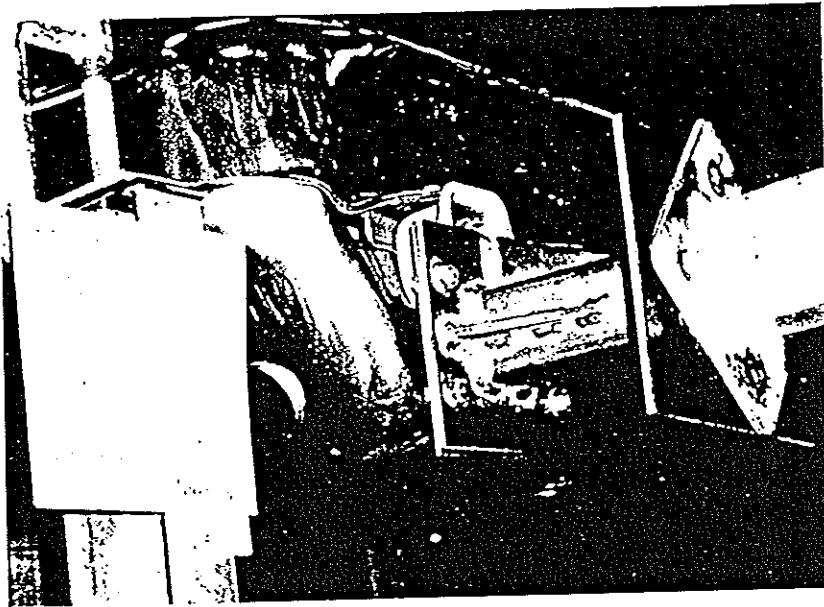
試験前 (Pre-Test)



試験後 (Post-Test)



試験後 (Post-Test)



# TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-121  
Test Date : 06/12/96

Vehicle : Model SIDEKICK  
Number JSAETD01V01150004

Body Style VAN  
Make Pilot-Pro.

Year 1996

Engine : Configuration G16A Fuel Gasoline Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ Unusable Cap. 1.5ℓ Transmission : A/T (4 Speed)

A/C : Yes  No  P/S : Yes  No  P/B : Yes  No

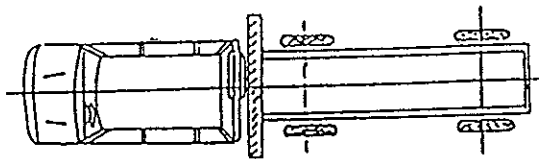
Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
	FRONT 784.0 kg
	REAR 688.0 kg
	TOTAL 1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

MOVING BARRIER 1815.0 kg		NA <input type="checkbox"/>
VELOCITY AT IMPACT 54.0 ( 33.6 ) km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		



SUZUKI RESTRICTED

Page 1/2

EA12-005 PRODUCED BY SUZUKI MOTOR CORPORATION

S 212374

# TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-121

Test Results :

WAS FUEL SPILLAGE : -			
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>


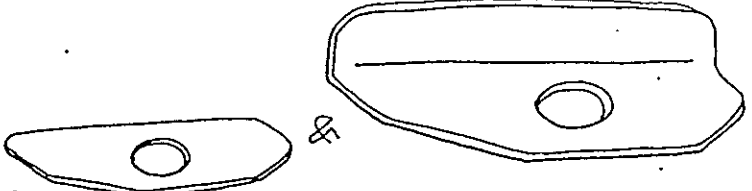
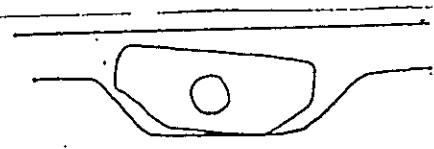
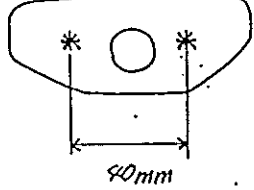
Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS ( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm	

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.12.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86-121

1. TEST CONDITION

VEHICLE		IWATA 964Y 4DOOR 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		CLOUD 25 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>348.0</td> <td>319.0</td> <td>667.0</td> </tr> <tr> <td>RIGHT</td> <td>350.0</td> <td>311.0</td> <td>661.0</td> </tr> <tr> <td>TOTAL</td> <td>698.0</td> <td>630.0</td> <td>1328.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	348.0	319.0	667.0	RIGHT	350.0	311.0	661.0	TOTAL	698.0	630.0	1328.0
	FRONT	REAR	TOTAL																
LEFT	348.0	319.0	667.0																
RIGHT	350.0	311.0	661.0																
TOTAL	698.0	630.0	1328.0																
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>388.0</td> <td>347.0</td> <td>735.0</td> </tr> <tr> <td>RIGHT</td> <td>396.0</td> <td>341.0</td> <td>737.0</td> </tr> <tr> <td>TOTAL</td> <td>784.0</td> <td>688.0</td> <td>1472.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	388.0	347.0	735.0	RIGHT	396.0	341.0	737.0	TOTAL	784.0	688.0	1472.0
	FRONT	REAR	TOTAL																
LEFT	388.0	347.0	735.0																
RIGHT	396.0	341.0	737.0																
TOTAL	784.0	688.0	1472.0																



1. TEST CONDITION (CONTINUED)

86121

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	760	762
	RIGHT	762	763
TRANSMISSION POSITION		Neutral	
TRANSFER POSITION		2H	

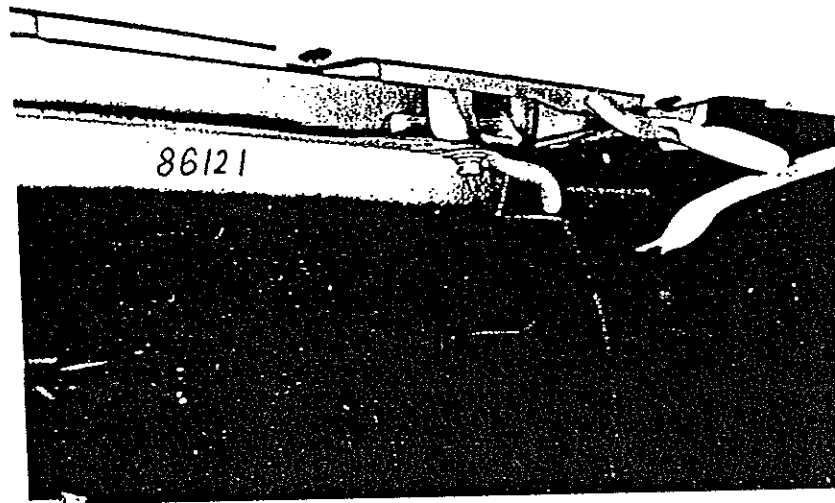
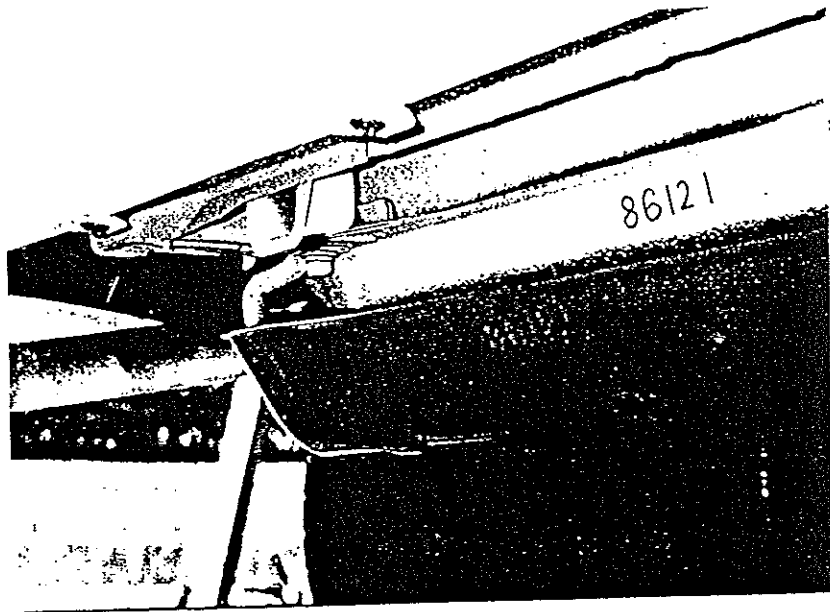
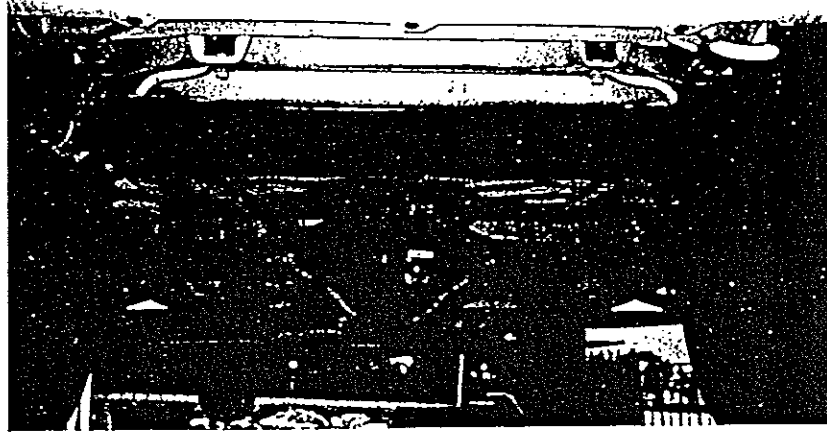
2. POST-TEST CONDITION

TEST SPEED		54.0 km/h
DEVIATION OF MOVING BARRIER		15 mm Left
VEHICLE DEFORMATION (MM)	LEFT	309
	CENTER	354
	RIGHT	331
PROPELLER SHAFT		Separated
FUEL TANK DEFORMATION <u>SPECIFY</u> if there is any portion where may cause fuel leakage		None

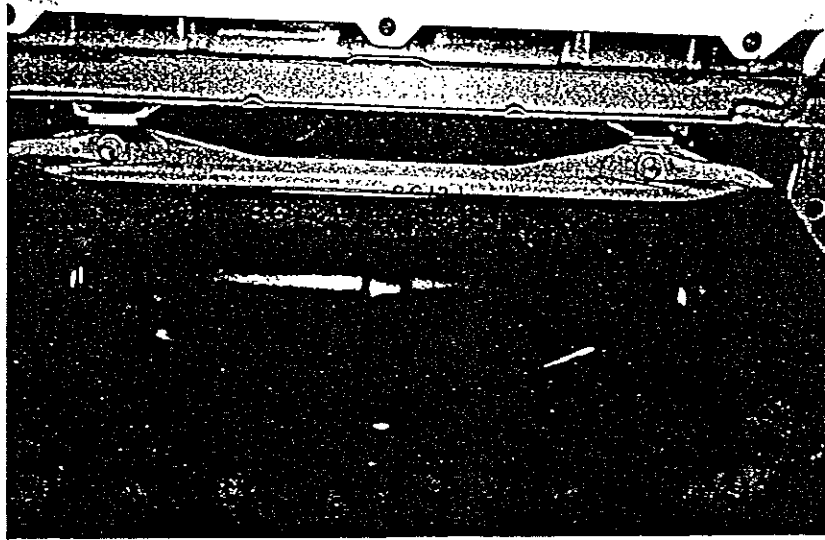
試験前 (Pre-Test)



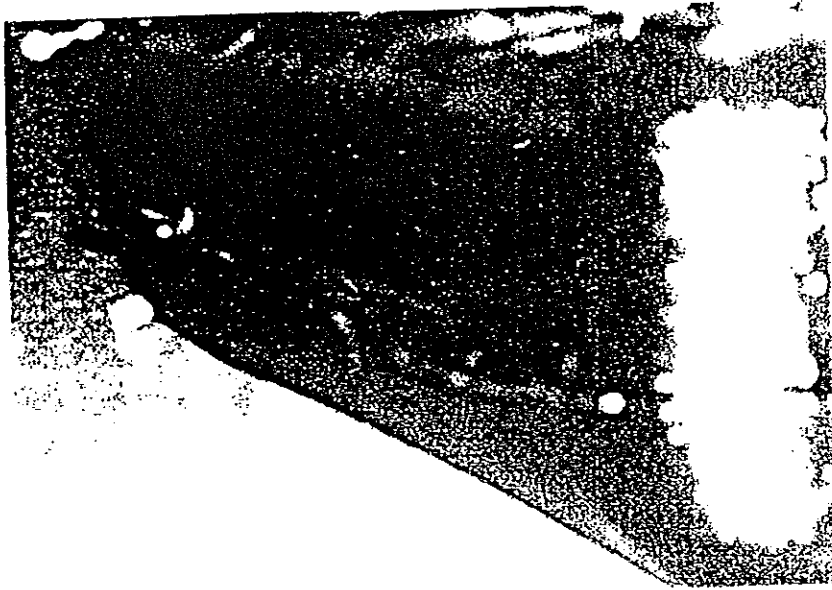
試験前 (Pre-Test)



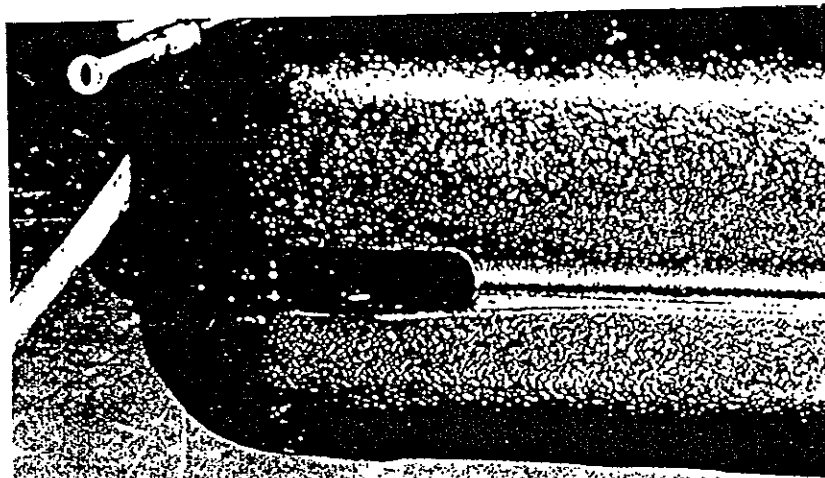
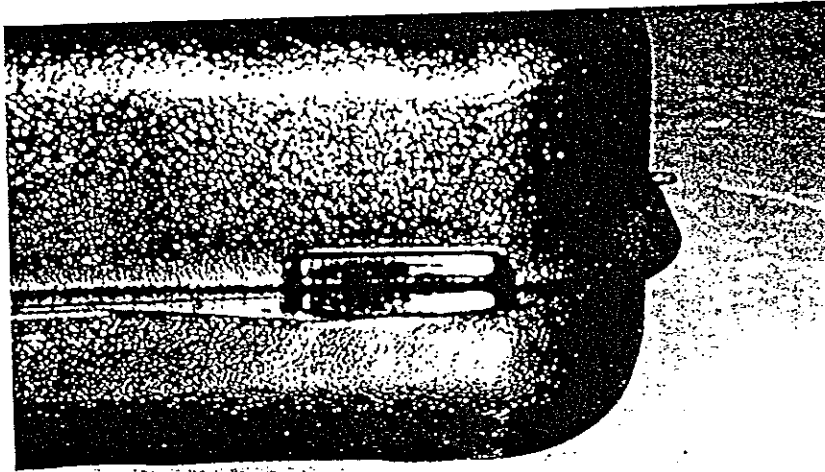
試験前 (Pre-Test)



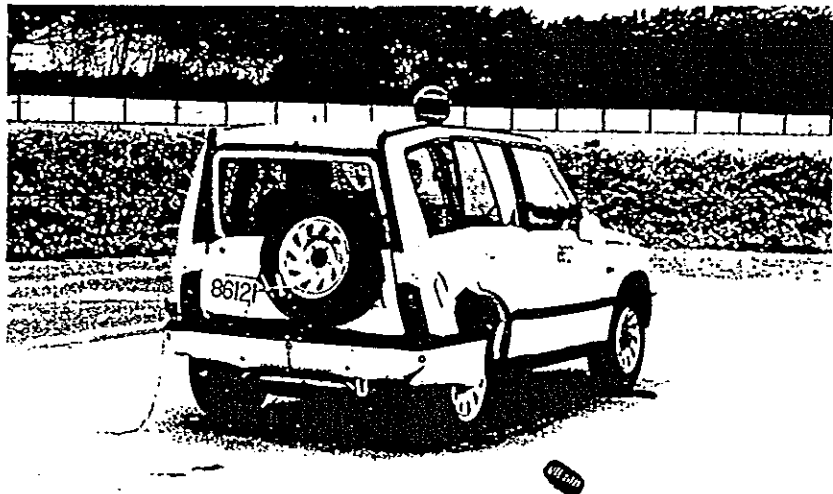
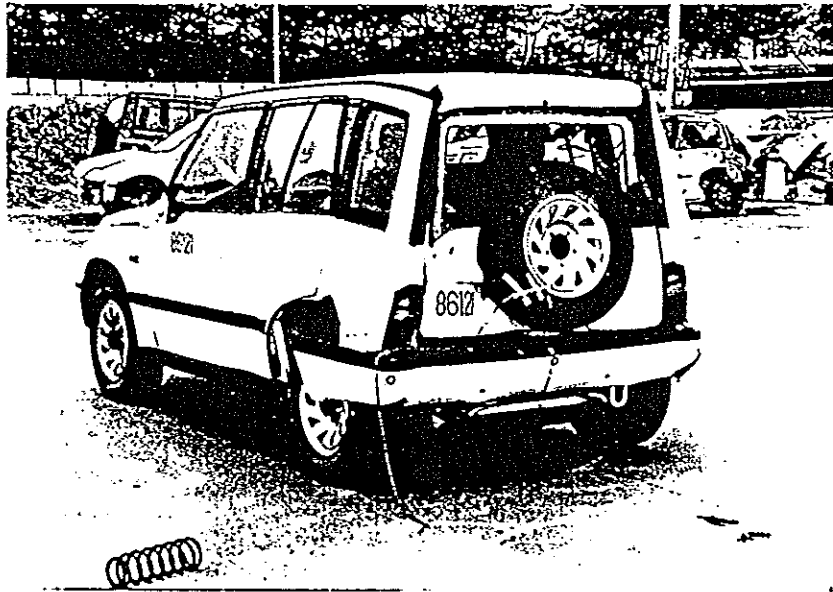
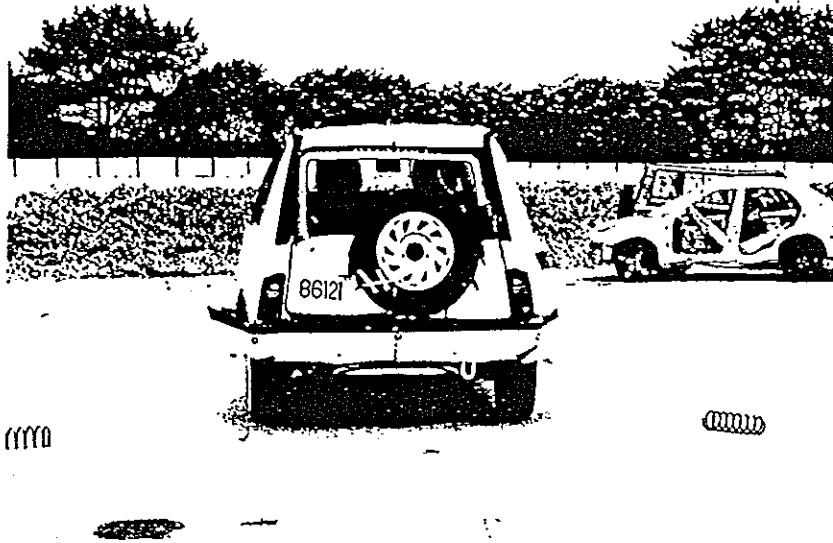
試験前 (Pre-Test)



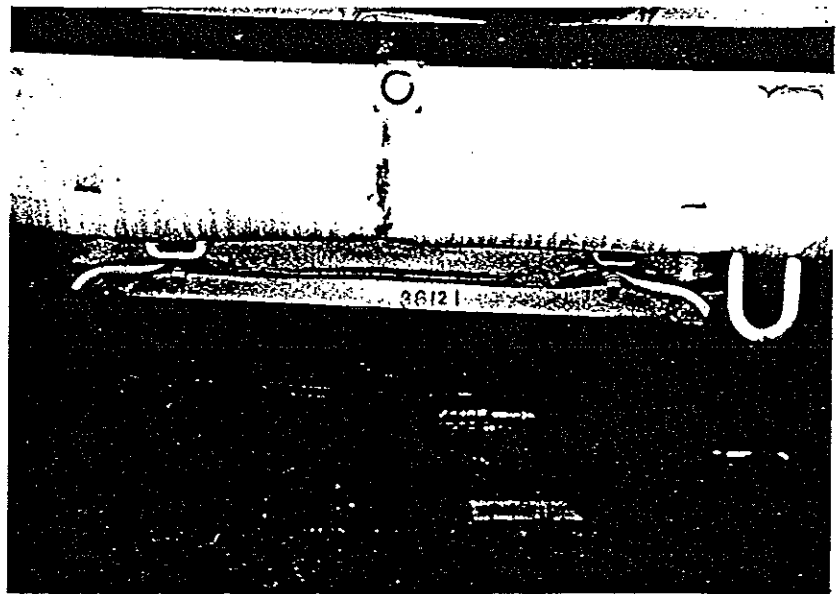
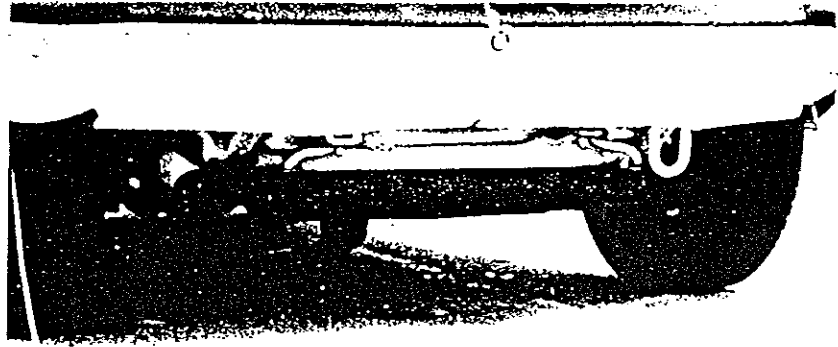
86-121



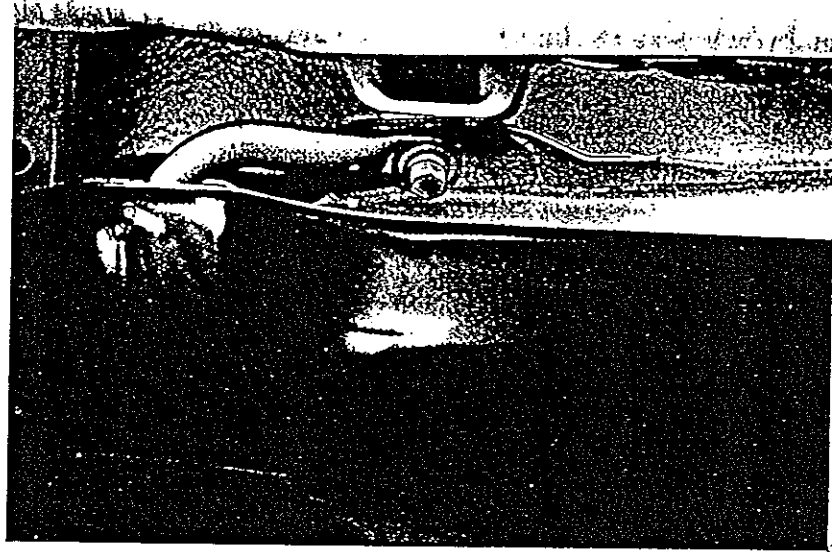
試験後 (Post-Test)



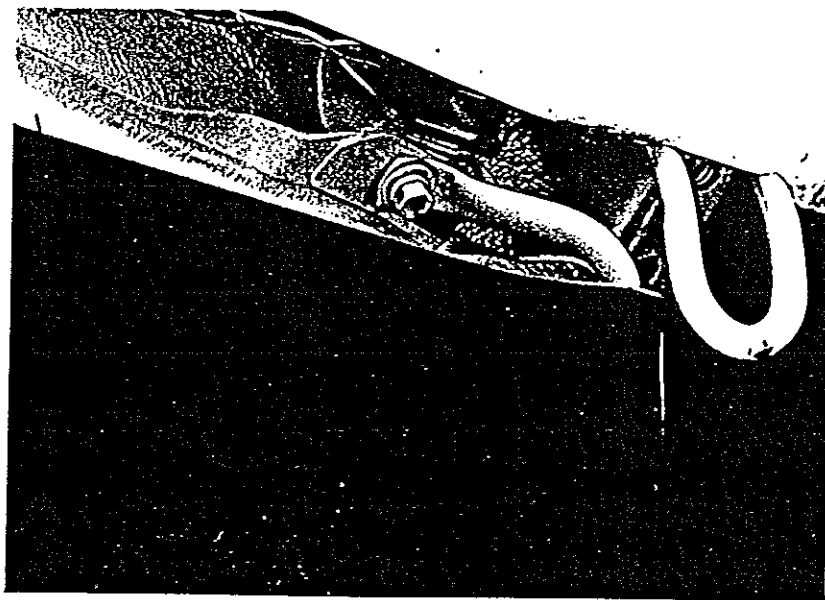
試験後 (Post-Test)



試験後 (Post-Test)

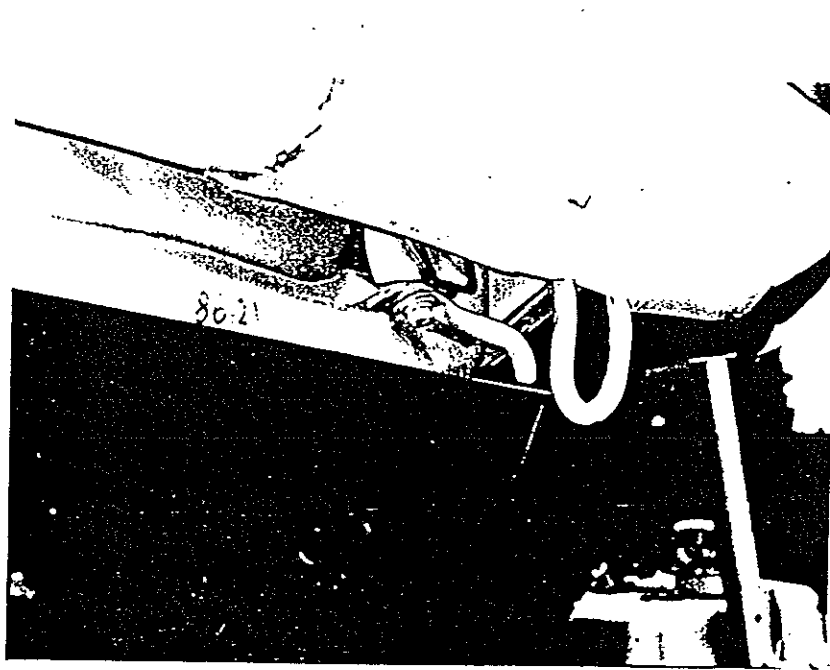
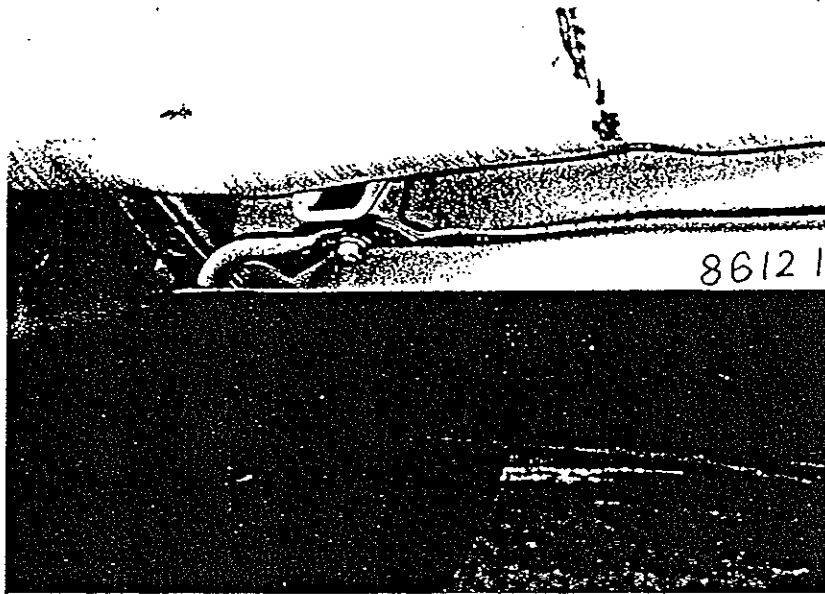


86-121

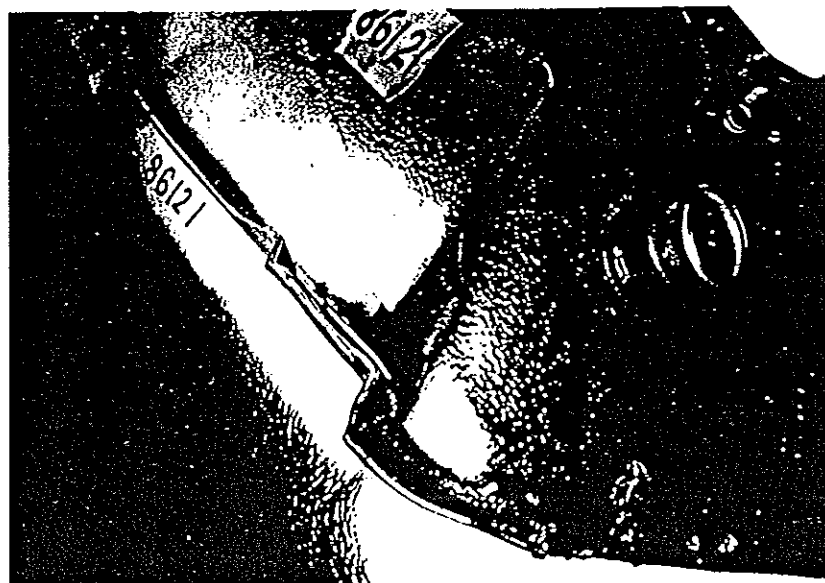
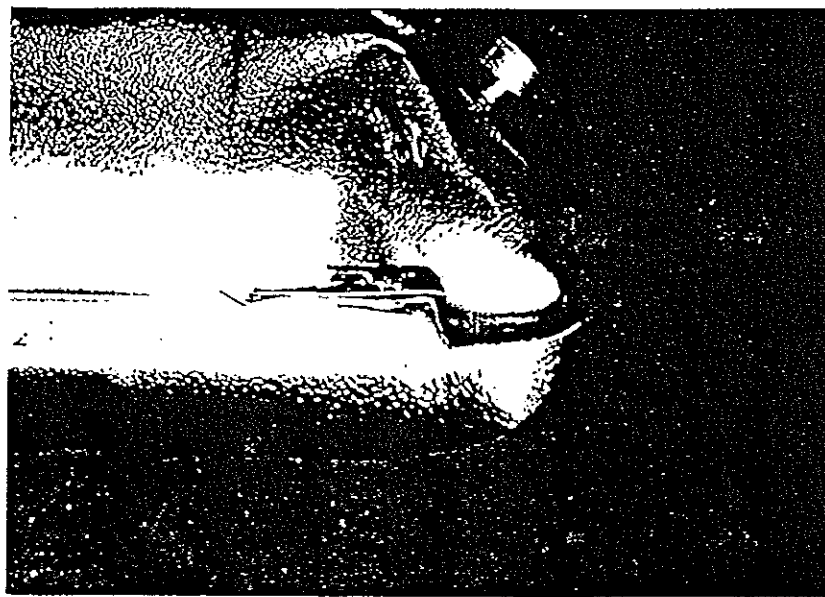
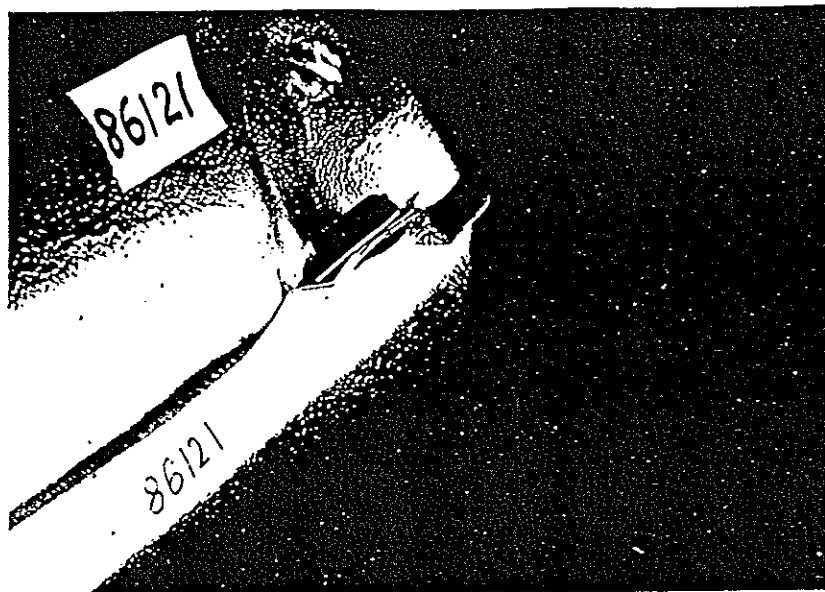




試験後 (Post-Test)



試験後 (Post-Test)



TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8816

FMVSS/CMVSS

No. 301

TITLE : FUEL SYSTEM INTEGRITY

Test No. : 86-251

-Test Date : 06/25/96

Vehicle : Model TRACKER 4door

Body Style VAN

Year 1996

Number 2CNBJ1365T6954035

Make Production

Engine : Configuration G16A

Fuel Gasoline

Fuel Induction Electric Pump

Fuel Tank : Usable Cap. 55.0ℓ

Unusable Cap. 1.5ℓ

Transmission : A/T (4 Speed)

A/C : Yes  No

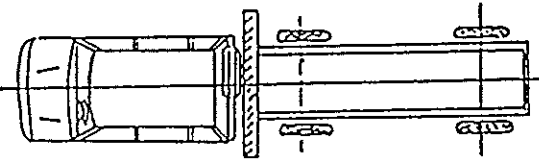
P/S : Yes  No

P/B : Yes  No

Impact Pattern : REAR IMPACT

Barrier Type : MOVING BARRIER

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
FRONT	773.0 kg
REAR	699.0 kg
TOTAL	1472.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/>
RATED CARGO	<input checked="" type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA. = 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

MOVING BARRIER	1815.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT 48.3 ( 30.0 ) km/h ( mph )		
PERPENDICULAR IMPACT		
NA <input checked="" type="checkbox"/>		
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		
NA <input checked="" type="checkbox"/>		
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		
		

DUMMIES	
DRIVER	MAKE : ALDERSON NO : SN668
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON NO : SN664
	TYPE : HYBRID II MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

SUZUKI RESTRICTED

Page 1/2

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-2b1

Test Results :

WAS FUEL SPILLAGE :	
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> SEE REVERSE SIDE <input type="checkbox"/>


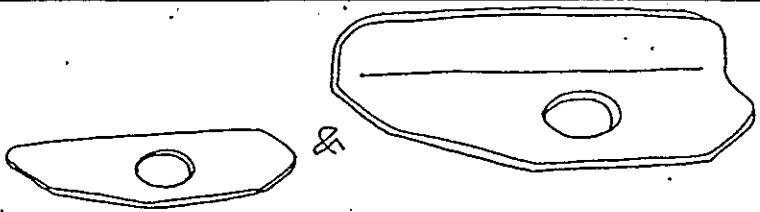
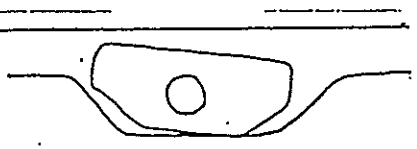
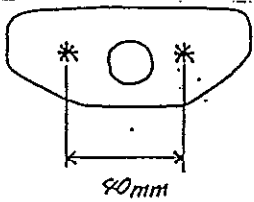
Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE	
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT: 0.0 gm
DURING THE ONE COLLECTION PERIODS ( 5 TO 30 MINUTES AFTER IMPACT ) : 0.0 gm	

FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.25.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

TEST NO. 86251

1. TEST CONDITION

VEHICLE		CAMI '96 MY 4door 4WD																
FUEL TANK		CAMI																
FUEL TANK BRACKET																		
G U S S E T	CONFIGURATION																	
	GUSSET ORIENTATION																	
	SPOT WELDING PITCH																	
WEATHER & TEMPERATURE		CLOUD 24 °C																
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>356.0</td> <td>309.0</td> <td>665.0</td> </tr> <tr> <td>RIGHT</td> <td>350.0</td> <td>313.0</td> <td>663.0</td> </tr> <tr> <td>TOTAL</td> <td>706.0</td> <td>622.0</td> <td>1328.0</td> </tr> </tbody> </table>		FRONT	REAR	TOTAL	LEFT	356.0	309.0	665.0	RIGHT	350.0	313.0	663.0	TOTAL	706.0	622.0	1328.0
	FRONT	REAR	TOTAL															
LEFT	356.0	309.0	665.0															
RIGHT	350.0	313.0	663.0															
TOTAL	706.0	622.0	1328.0															
TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>390.0</td> <td>339.0</td> <td>729.0</td> </tr> <tr> <td>RIGHT</td> <td>399.0</td> <td>344.0</td> <td>743.0</td> </tr> <tr> <td>TOTAL</td> <td>789.0</td> <td>683.0</td> <td>1472.0</td> </tr> </tbody> </table>		FRONT	REAR	TOTAL	LEFT	390.0	339.0	729.0	RIGHT	399.0	344.0	743.0	TOTAL	789.0	683.0	1472.0
	FRONT	REAR	TOTAL															
LEFT	390.0	339.0	729.0															
RIGHT	399.0	344.0	743.0															
TOTAL	789.0	683.0	1472.0															

1. TEST CONDITION (CONTINUED)

86251

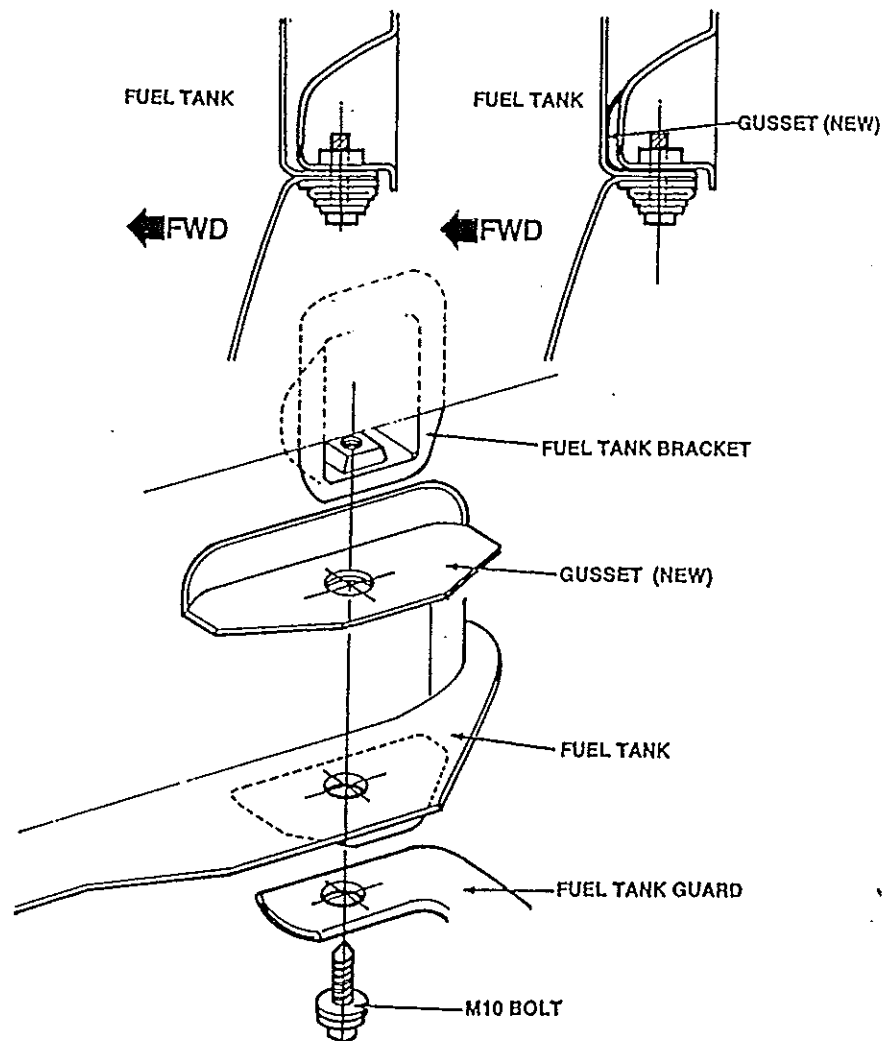
TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	758	764
	RIGHT	755	761
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

2. POST-TEST CONDITION

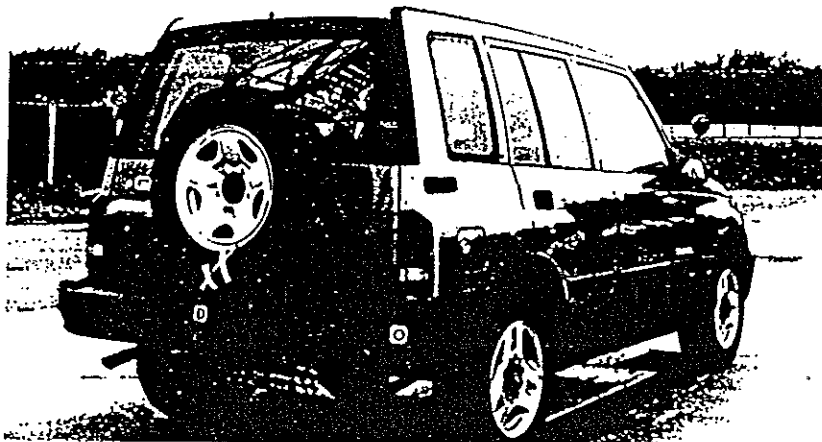
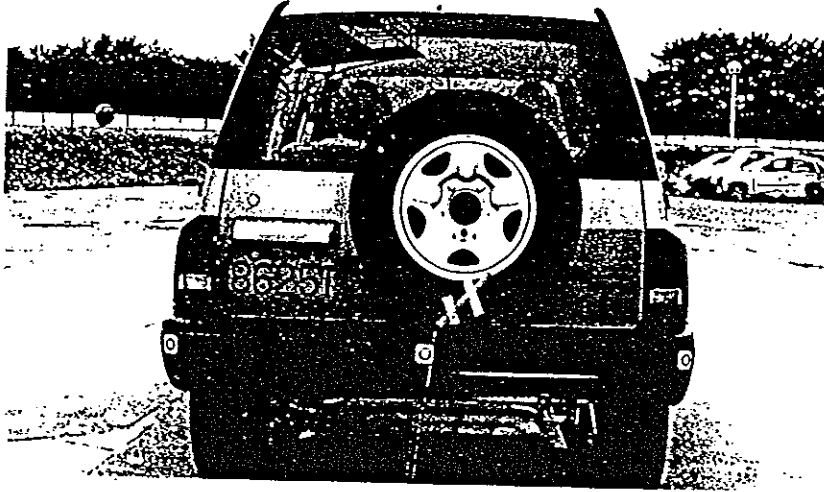
TEST SPEED	48.3 km/h	
DEVIATION OF MOVING BARRIER	13mm Left	
VEHICLE DEFORMATION (MM)	LEFT	266
	CENTER	280
	RIGHT	268
PROPELLER SHAFT	Not Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	

## SERVICE PROCEDURE

1. Raise and suitably support vehicle.
2. Support fuel tank with a suitable jack.
3. Slowly remove the two (2) rear fuel tank attachment bolts.
4. Install NEW gussets at each rear attachment locations as shown below.
5. Install rear fuel tank attachment bolts and torque to 35 Nm (26 lb. ft.).
6. Remove fuel tank support jack.
7. Lower vehicle.
8. Install the GM Campaign Identification Label.

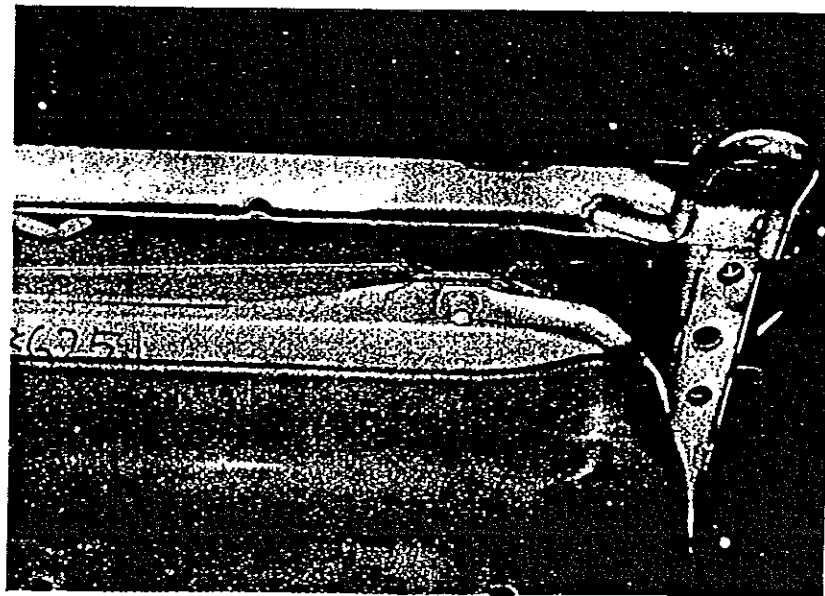
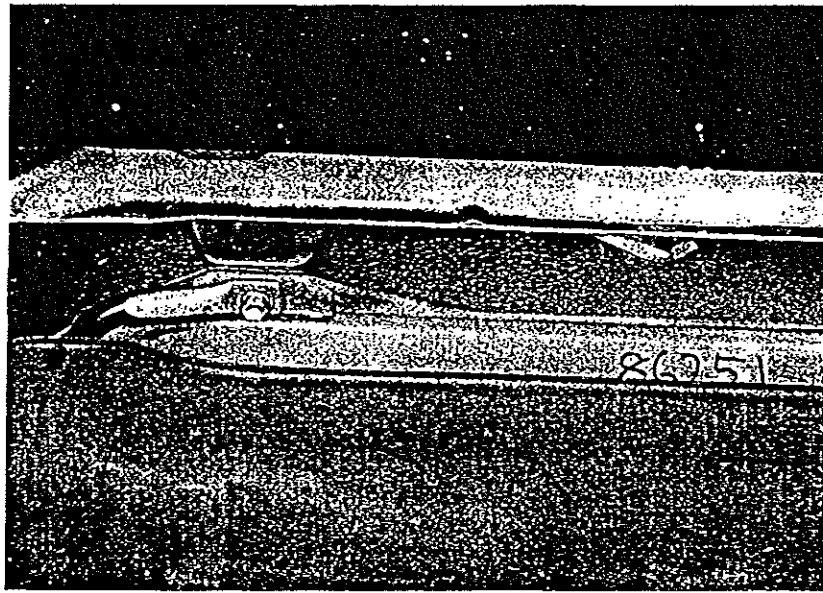
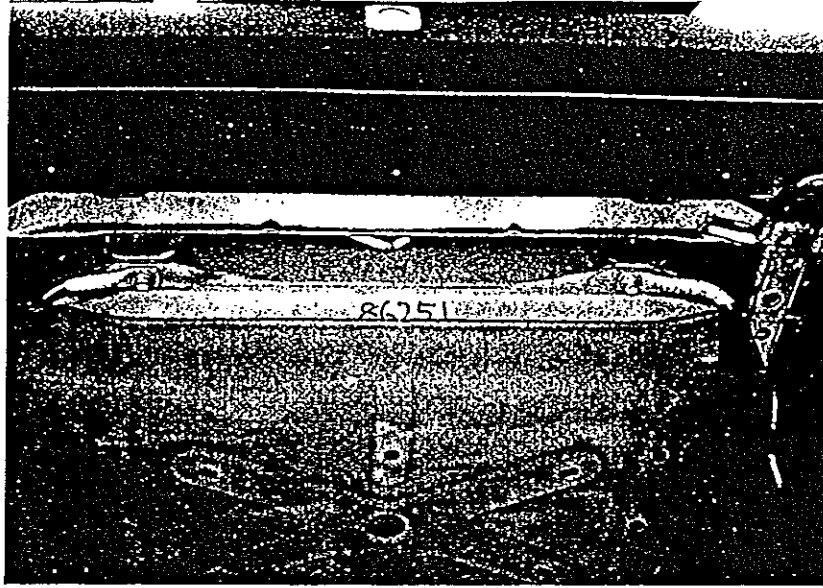


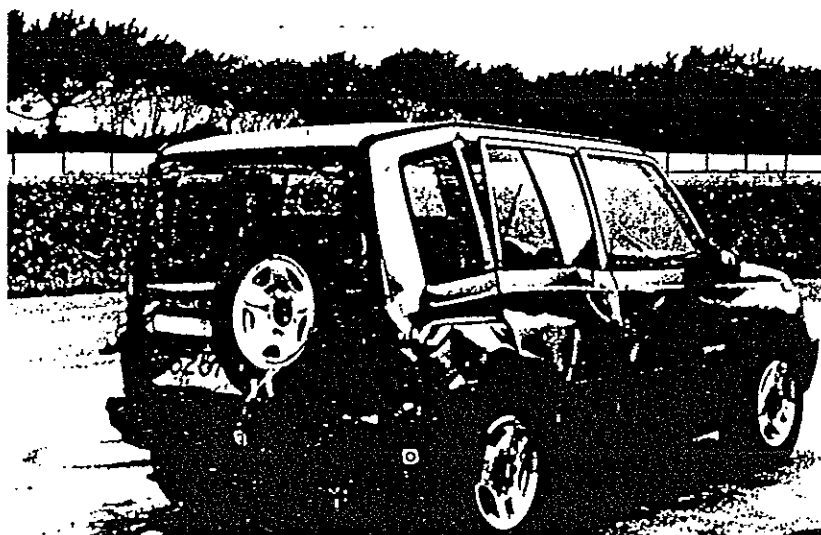
試験前 (Pre-Test)



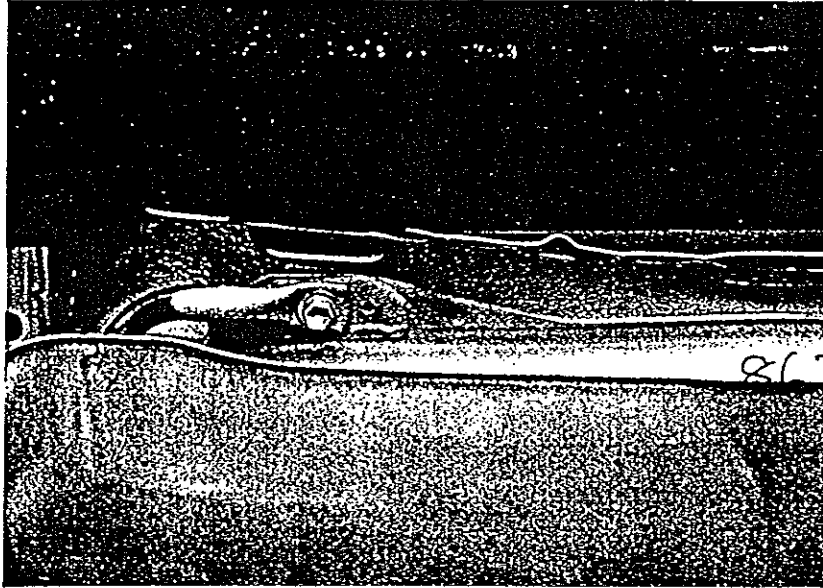


試験前 (Pre-Test)

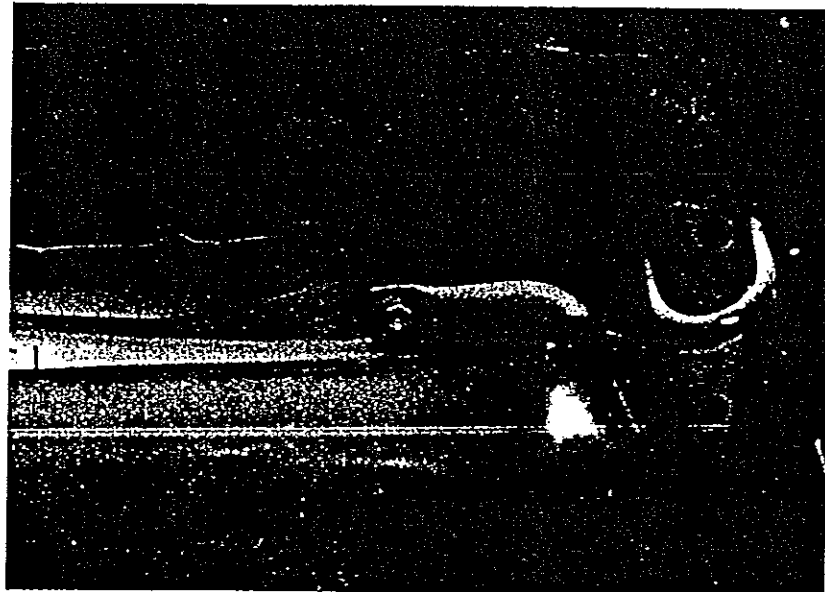




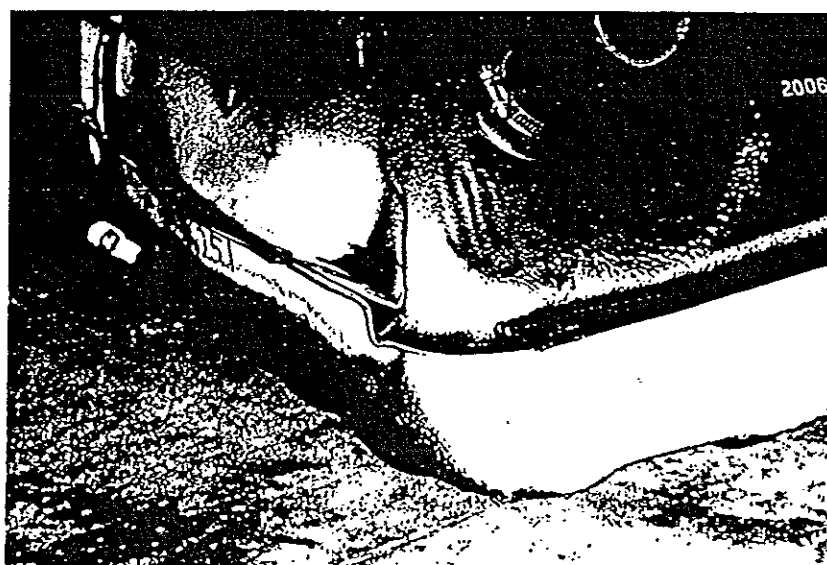
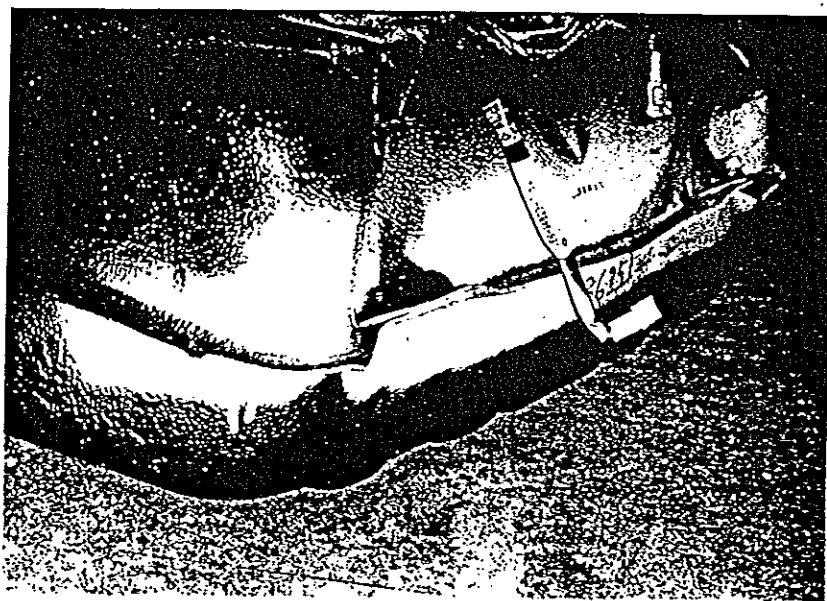
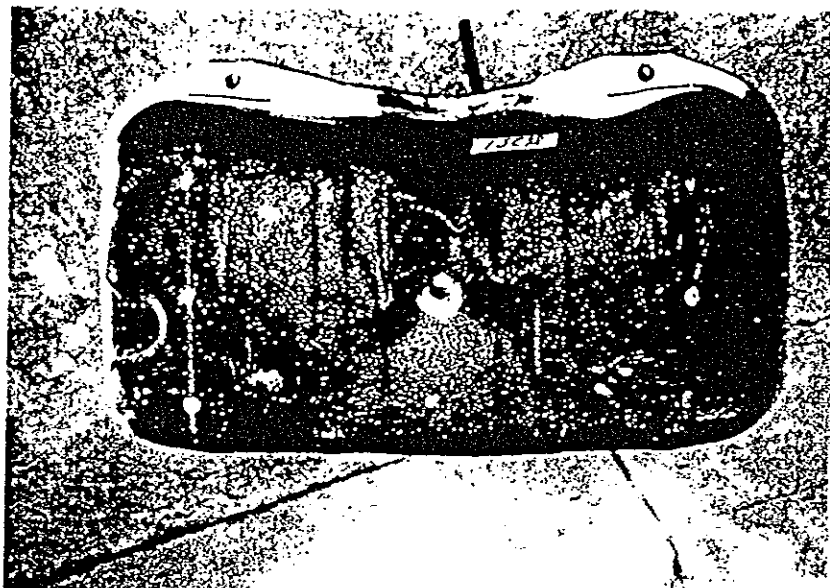
試験後 (Post-Test)



86-251



試験後 (Post-Test)



# TEST RESULT

SUZUKI MOTOR CORPORATION

Suzuki Test Standard No. G-8814

CAR TO CAR FULL

TITLE : FUEL SYSTEM INTEGRITY ( DEVELOPMENT TEST : CAR TO CAR 50 MPH )

Test No. : 86-202  
Test Date : 06/20/96

Vehicle : Model SIDEKICK 4door      Body Style VAN      Year 1996  
Number JS3TD03V5V4100007      Make Production

Engine : Configuration G16A      Fuel Gasoline      Fuel Induction Electric Pump

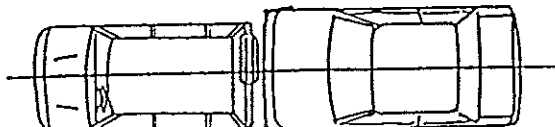
Fuel Tank : Usable Cap. 55.0ℓ      Unusable Cap. 1.5ℓ      Transmission : A/T ( 4 Speed )

A/C : Yes  No       P/S : Yes  No       P/B : Yes  No

Impact Pattern : REAR -FRONT FULL LAP      Striking Car Type : TOYOTA CROWN

VEHICLE	
VELOCITY AT IMPACT 0.0 ( 0.0 ) km/h ( mph )	
TEST MASS (INCLUDED DUMMIES)	
FRONT	765.0 kg
REAR	689.0 kg
TOTAL	1454.0 kg
CARGO BALLAST	137 kg <input type="checkbox"/> RATED CARGO <input checked="" type="checkbox"/> LUGGAGE LOAD <input type="checkbox"/> NA <input type="checkbox"/>
FUEL TANK	CONTENTS : STODDARD SOLVENT VOLUME : 94 % OF USABLE CAPA.= 51.7 ℓ
ENGINE RUNNING	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

DUMMIES	
DRIVER	MAKE : ALDERSON      NO : SN668
	TYPE : HYBRID II      MASS : 72.0 kg
	RESTRAINT : 3P MANUAL
RIGHT FRONT	MAKE : ALDERSON      NO : SN664
	TYPE : HYBRID II      MASS : 72.0 kg
	RESTRAINT : 3P MANUAL

STRIKING CAR	1476.0 kg	NA <input type="checkbox"/>
VELOCITY AT IMPACT 78.6 ( 48.8 ) km/h ( mph )		
PERPENDICULAR IMPACT		NA <input checked="" type="checkbox"/>
LOCATION AT IMPACT	DRIVER SRP <input type="checkbox"/> A-PILLER <input type="checkbox"/>	FUEL PIPE <input type="checkbox"/> OTHER <input type="checkbox"/>
ANGLE IMPACT		NA <input checked="" type="checkbox"/>
ACUTE ANGLE	Degrees	
TEST CONFIGURATION :		
		

EA12-005 PRODUCED BY SUZUKI MOTOR CORPORATION

S 212396

TEST RESULT

SUZUKI MOTOR CORPORATION  
Test No. : 86-202

Test Results :

WAS FUEL SPILLAGE :			
LESS THAN 28.35 gm DURING IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING FIRST FIVE MINUTES AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING ONE MINUTE COLLECTION PERIODS AFTER IMPACT ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 141.75 gm DURING STATIC ROLLOVER FIVE MINUTES COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>
LESS THAN 28.35 gm DURING STATIC ROLLOVER ONE MINUTE COLLECTION PERIODS ?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	SEE REVERSE SIDE <input type="checkbox"/>

Test Data :

FUEL SPILLAGE BARRIER IMPACT SITE			
DURING IMPACT: 0.0 gm	DURING FIRST FIVE MINUTES AFTER IMPACT:	0.0 gm	
DURING THE ONE COLLECTION PERIODS	( 5 TO 30 MINUTES AFTER IMPACT ) :	0.0 gm	


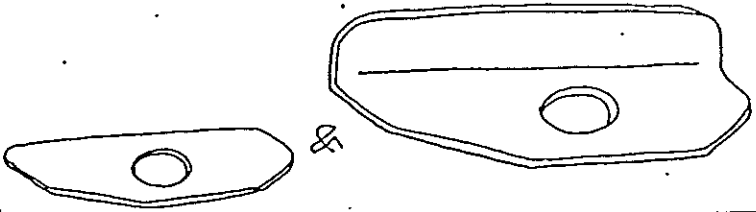
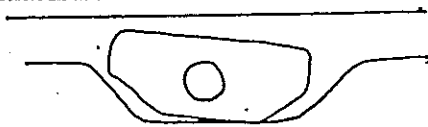
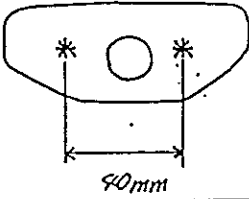
FUEL SPILLAGE DURING STATIC ROLLOVER				
ROLLOVER DIRECTION : POSITIVE <input type="checkbox"/> NEGATIVE <input type="checkbox"/> BOTH <input checked="" type="checkbox"/>				
ROLLOVER RATE-APPROXIMATELY 2 MINUTES PER 90° INCREMENT				
ROLLOVER DATE : 06.20.96				
ROLLOVER INCREMENTS		FUEL SPILLAGE BY MASS		
		FUEL 5 MINUTES OF ROLLOVER INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
Positive Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm
Negative Direction	0° ~ 90°	0.0 gm	0.0 gm	0.0 gm
	90° ~ 180°	0.0 gm	0.0 gm	0.0 gm
	180° ~ 270°	0.0 gm	0.0 gm	0.0 gm
	270° ~ 360°	0.0 gm	0.0 gm	0.0 gm

EA12-005  
PRODUCED BY SUZUKI MOTOR CORPORATION

S 212397

TEST NO. 86202

1. TEST CONDITION

VEHICLE		IWATA '96 MY 4 door 4WD																	
FUEL TANK		IWATA																	
FUEL TANK BRACKET																			
G U S S E T	CONFIGURATION																		
	GUSSET ORIENTATION																		
	SPOT WELDING PITCH																		
WEATHER & TEMPERATURE		RAIN                      20 °C																	
TEST VEHICLE WEIGHT WITHOUT DUMMY (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>335.0</td> <td>316.0</td> <td>651.0</td> </tr> <tr> <td>RIGHT</td> <td>342.0</td> <td>317.0</td> <td>659.0</td> </tr> <tr> <td>TOTAL</td> <td>677.0</td> <td>633.0</td> <td>1310.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	335.0	316.0	651.0	RIGHT	342.0	317.0	659.0	TOTAL	677.0	633.0	1310.0
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LEFT	335.0	316.0	651.0																
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TEST VEHICLE WEIGHT WITH TWO DUMMIES (KG)		<table border="1"> <thead> <tr> <th></th> <th>FRONT</th> <th>REAR</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LEFT</td> <td>381.0</td> <td>341.0</td> <td>722.0</td> </tr> <tr> <td>RIGHT</td> <td>384.0</td> <td>348.0</td> <td>732.0</td> </tr> <tr> <td>TOTAL</td> <td>765.0</td> <td>689.0</td> <td>1454.0</td> </tr> </tbody> </table>			FRONT	REAR	TOTAL	LEFT	381.0	341.0	722.0	RIGHT	384.0	348.0	732.0	TOTAL	765.0	689.0	1454.0
	FRONT	REAR	TOTAL																
LEFT	381.0	341.0	722.0																
RIGHT	384.0	348.0	732.0																
TOTAL	765.0	689.0	1454.0																

1. TEST CONDITION (CONTINUED)

86202

TRIM HEIGHT (MM)		FRONT	REAR
	LEFT	769	766
	RIGHT	767	762
TRANSMISSION POSITION	Neutral		
TRANSFER POSITION	2H		

2. POST-TEST CONDITION

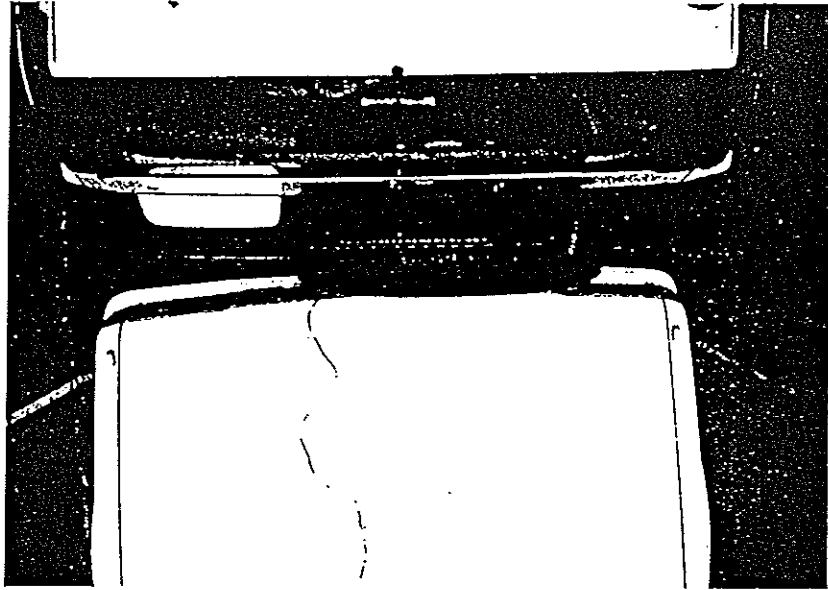
TEST SPEED	78.6 km/h	
DEVIATION OF MOVING BARRIER	85mm Right	
VEHICLE DEFORMATION (MM)	LEFT	490
	CENTER	457
	RIGHT	507
PROPELLER SHAFT	Separated	
FUEL TANK DEFORMATION SPECIFY if there is any portion where may cause fuel leakage	None	



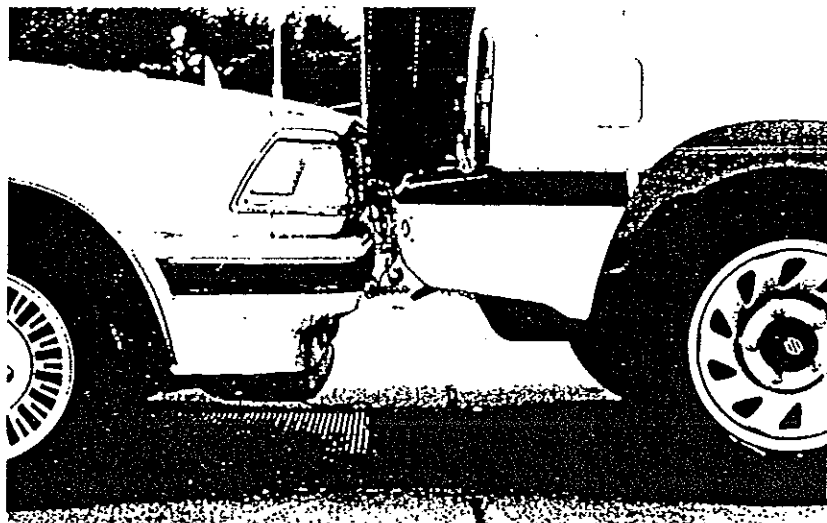
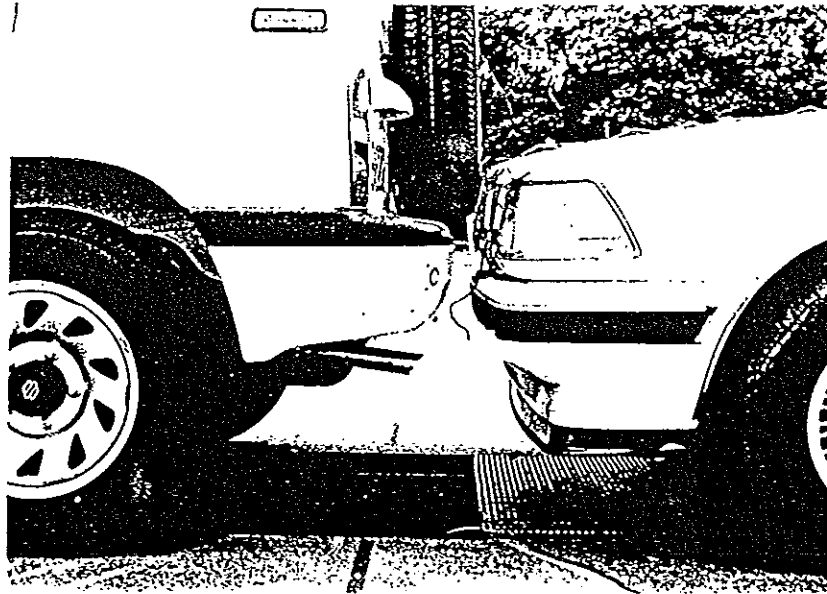
試験前 (Pre-Test)



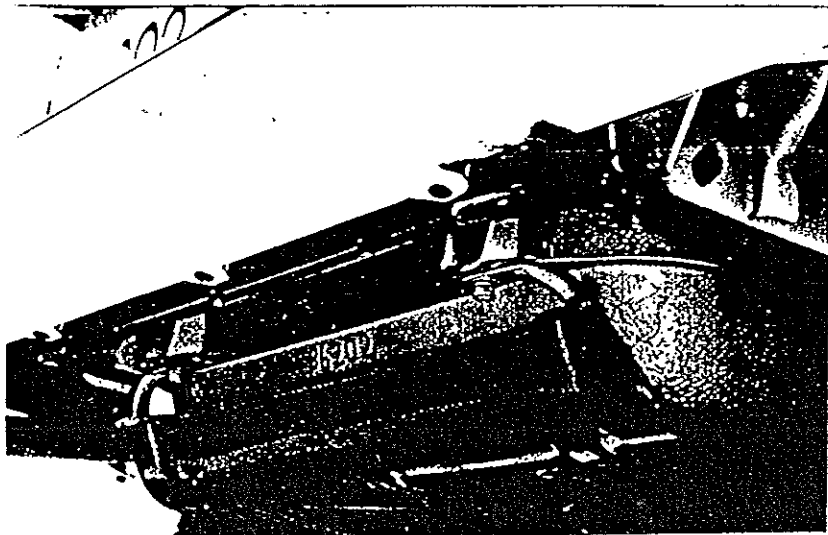
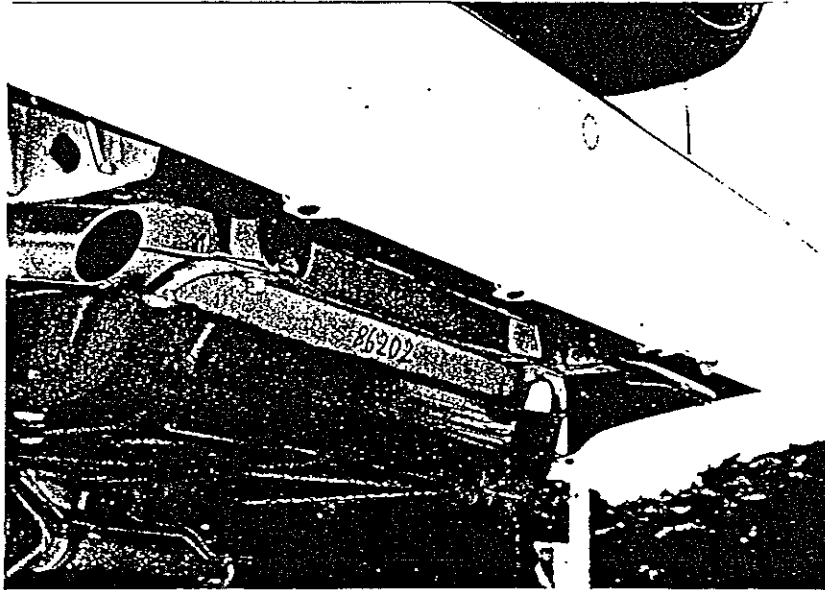
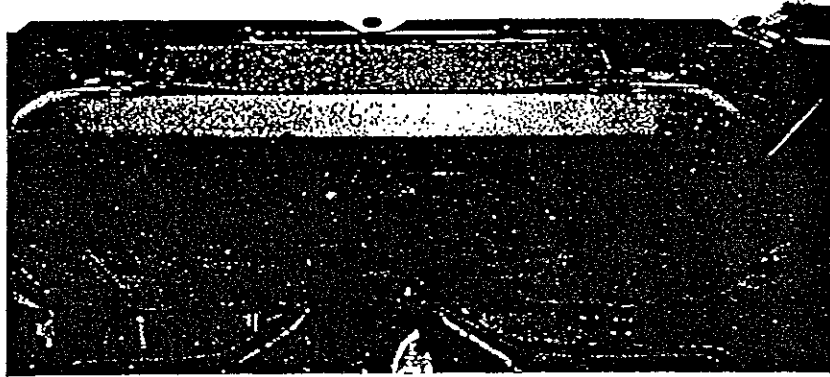
試験前 (Pre-Test)



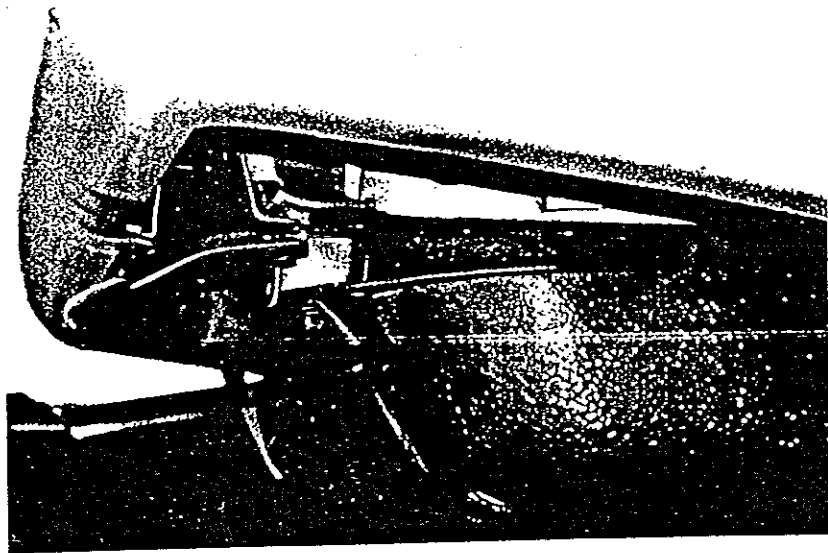
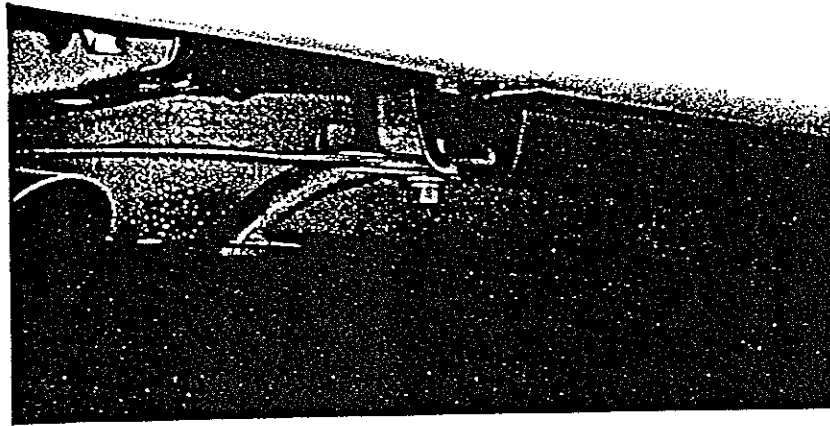
86-202



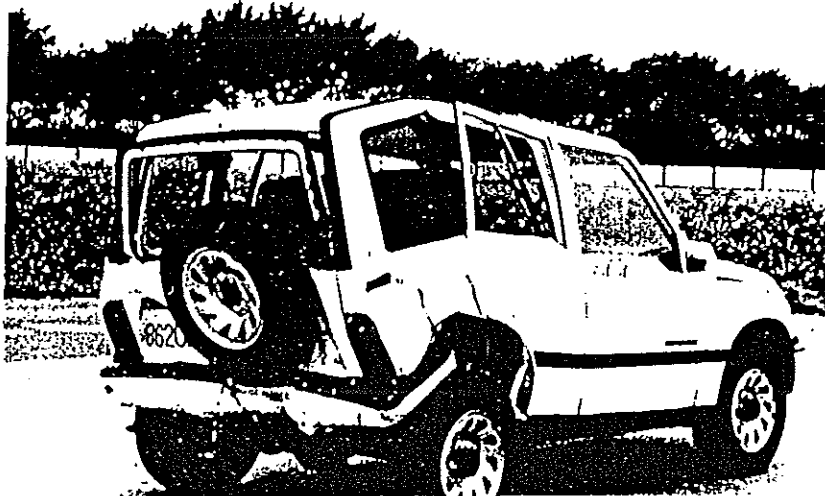
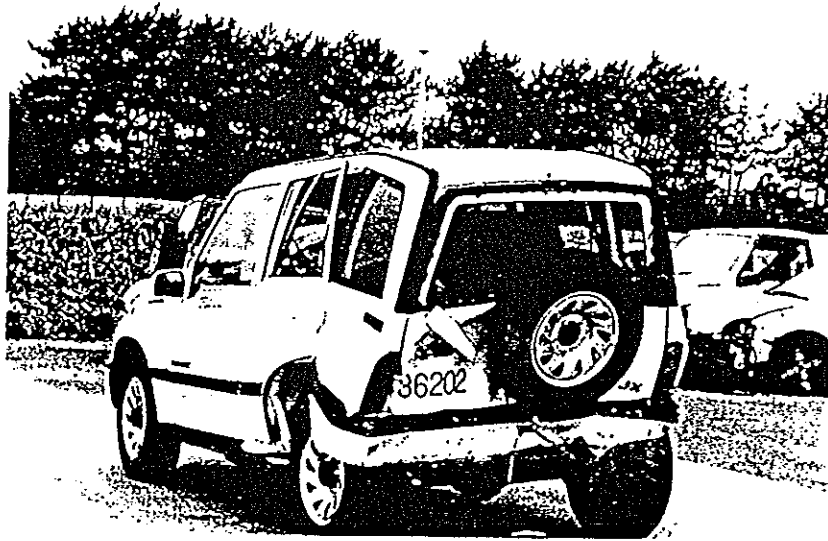
試験前 (Pre-Test)



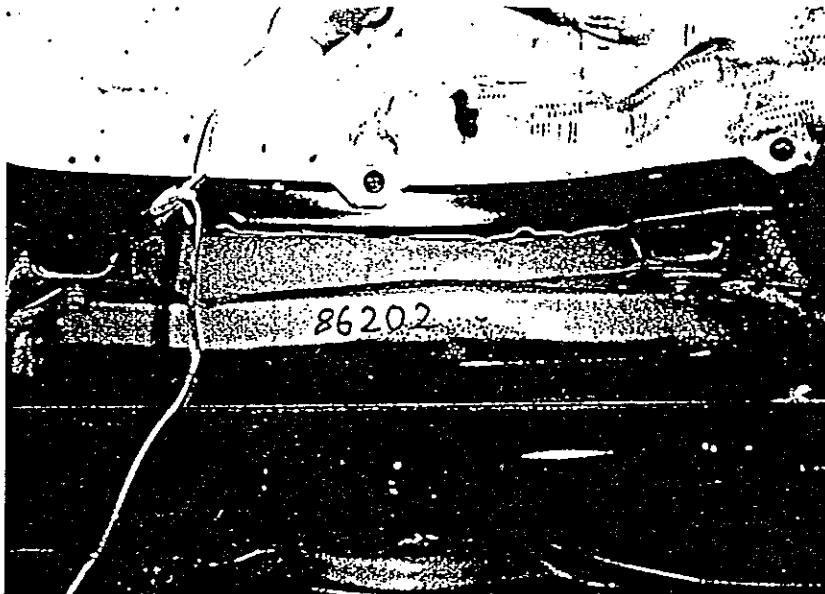
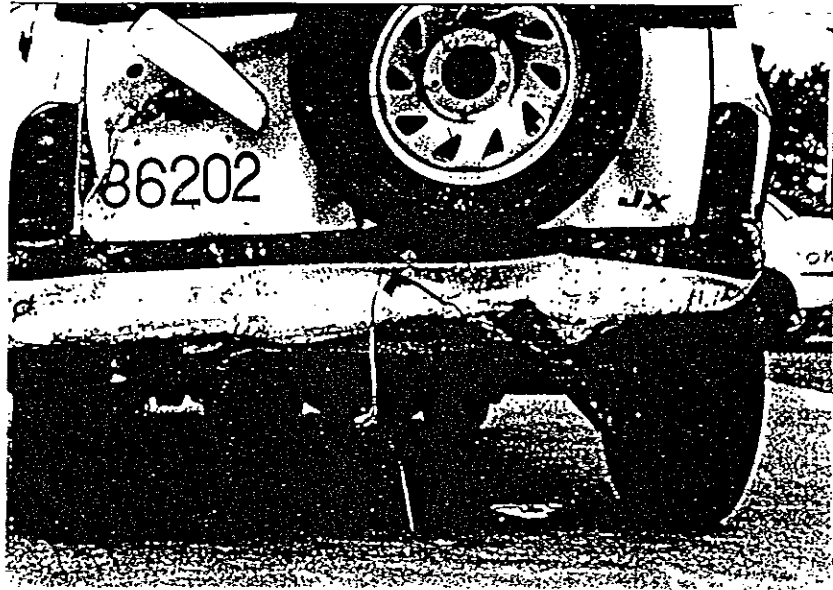
試験前 (Pre-Test)



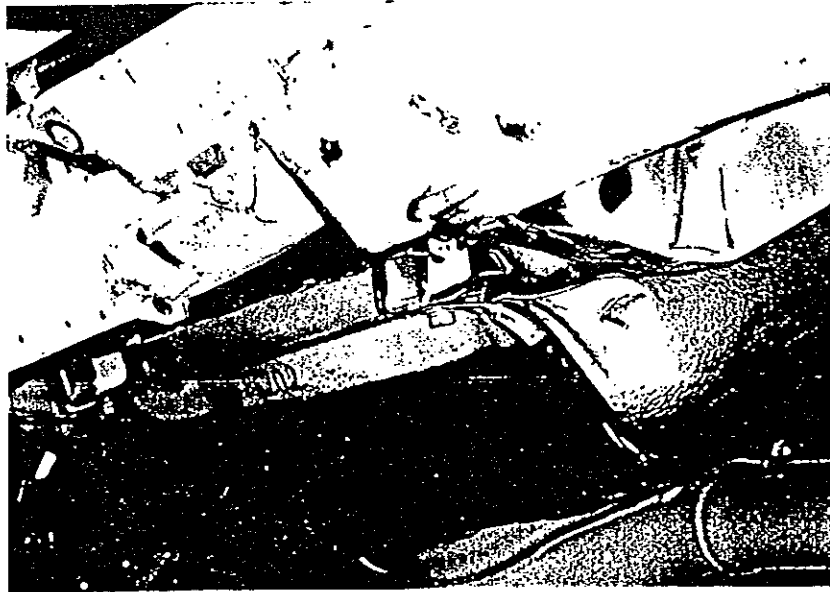
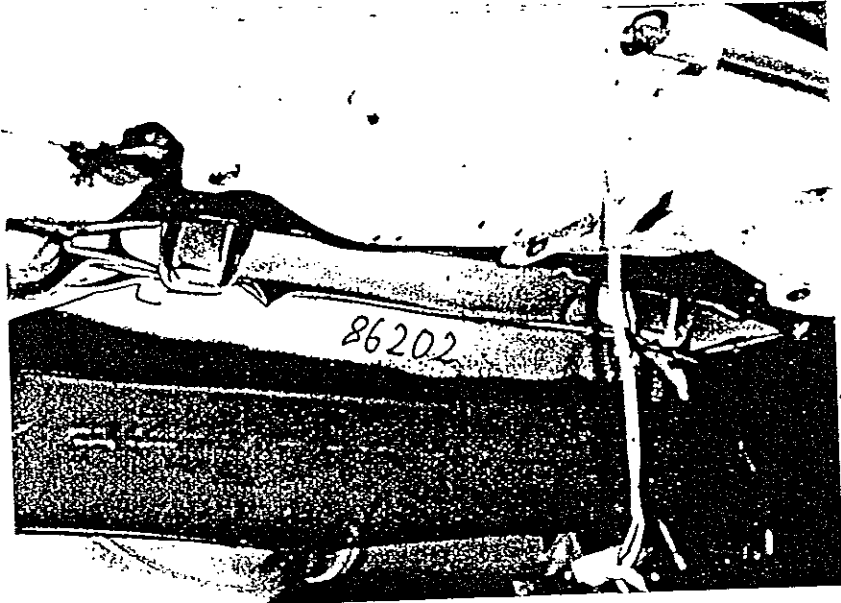
試験後 (Post-Test)



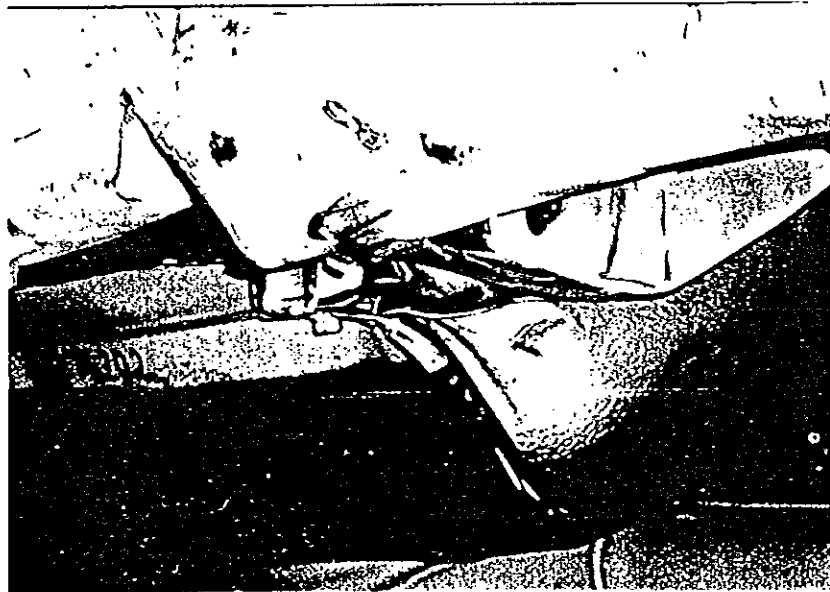
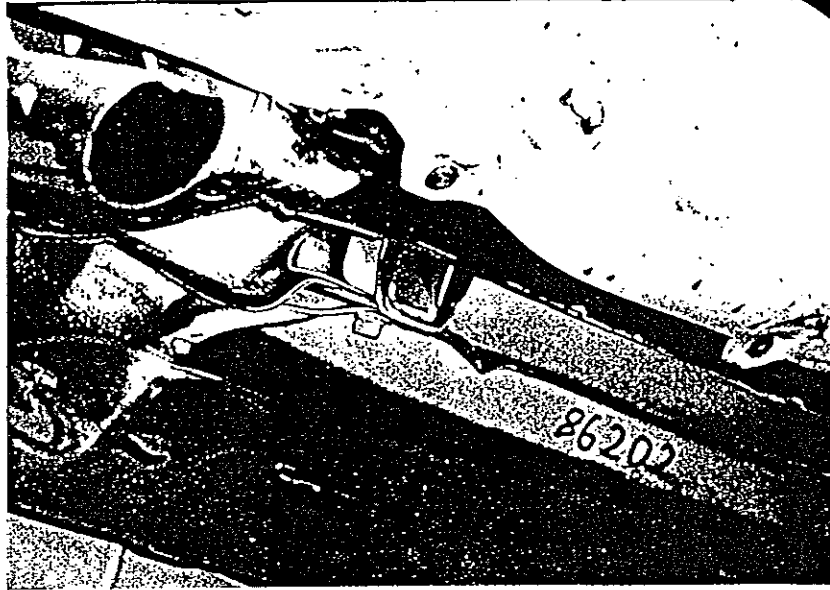
試験後 (Post-Test)



試験後 (Post-Test)

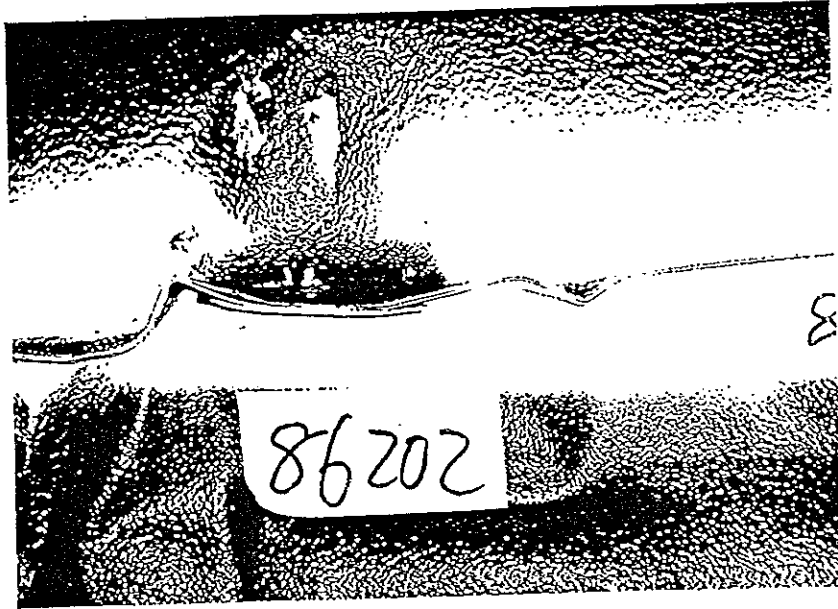


試験後 (Post-Test)

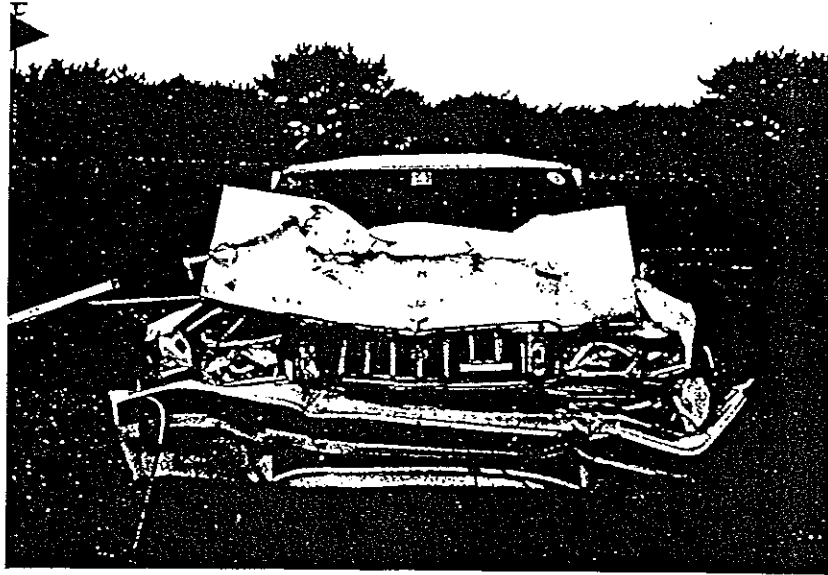




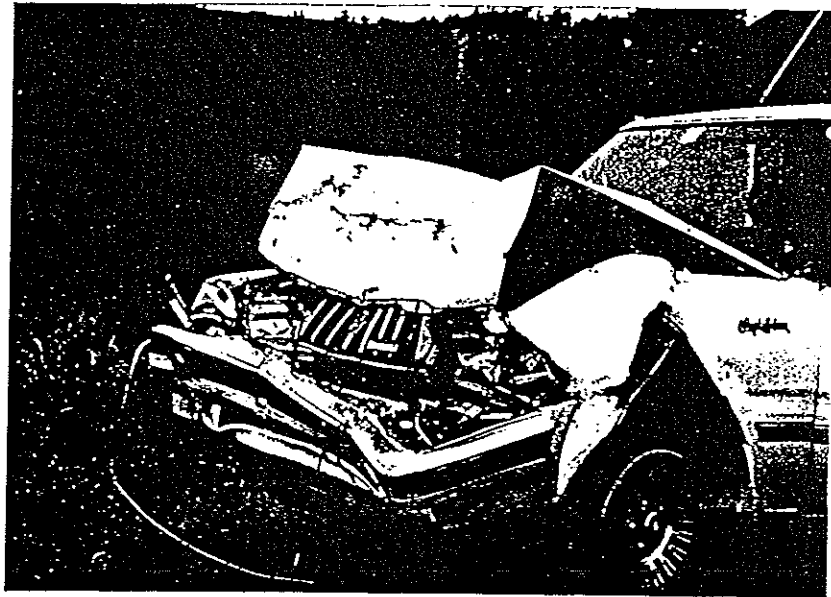
試験後 (Post-Test)



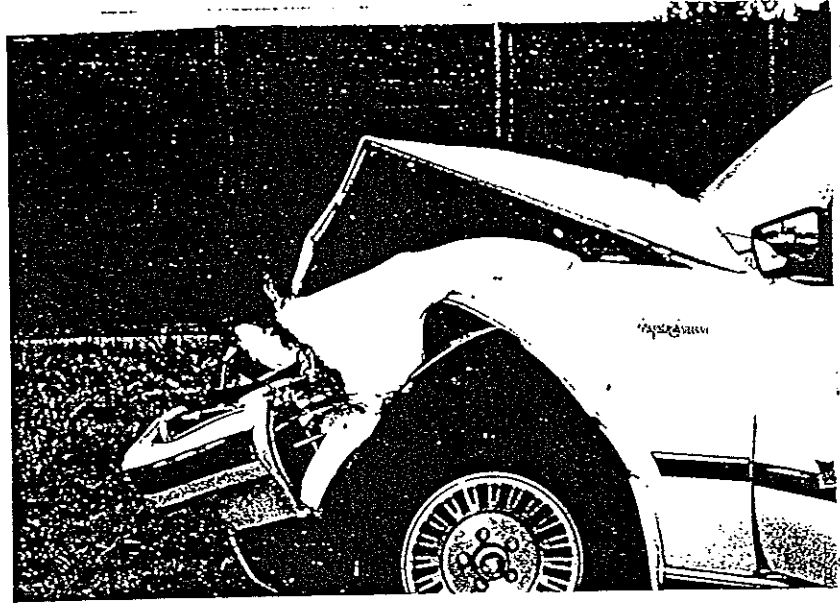
試験後 (Post-Test)



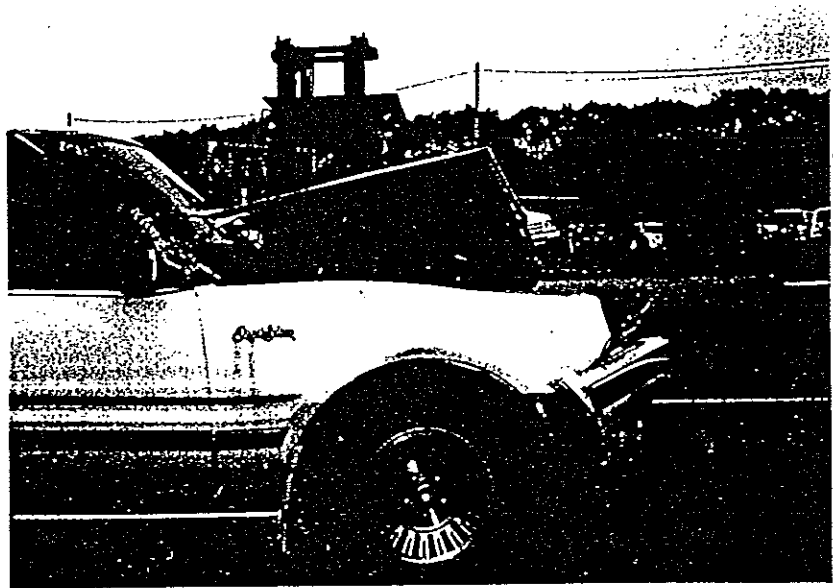
86-202



試験後 (Post-Test)



86-202



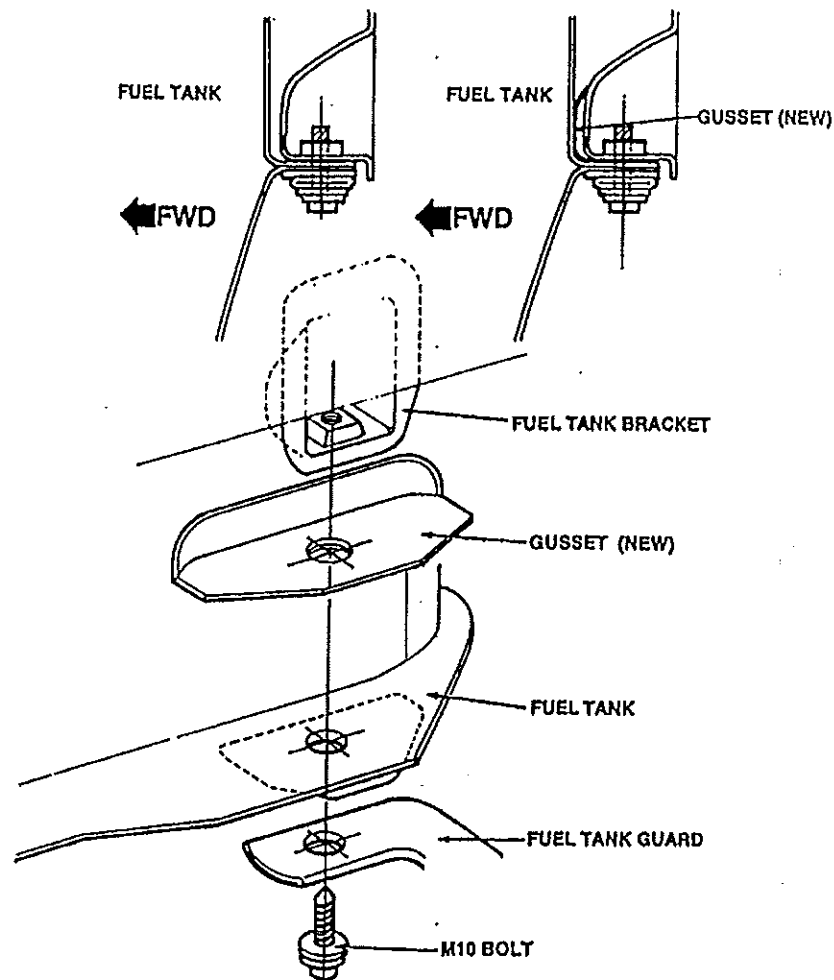
Attachment 13

USG 3265, Part II

2 pages  
(including this cover)

**SERVICE PROCEDURE**

1. Raise and suitably support vehicle.
2. Support fuel tank with a suitable jack.
3. Slowly remove the two (2) rear fuel tank attachment bolts.
4. Install NEW gussets at each rear attachment locations as shown below.
5. Install rear fuel tank attachment bolts and torque to 35 Nm (26 lb. ft.).
6. Remove fuel tank support jack.
7. Lower vehicle.
8. Install the GM Campaign Identification Label.

**S 212412**