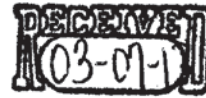




AMERICAN SUZUKI MOTOR CORPORATION

March 4, 2013

Mr. Frank S. Borris II, Director
Office of Defects Investigation Enforcement
U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC. 20590



NVS-212-pco
EA12-005

Dear Mr. Borris:

This responds to your letter dated December 20, 2012, which requests peer vehicle information to assist in the National Highway Traffic Safety Administration's ("NHTSA's") investigation (EA12-005) pertaining to allegations of crash-related fire hazards associated with the fuel storage systems on model year (MY) 1993-2004 Jeep Grand Cherokee, MY 1993-2001 Jeep Cherokee, and MY 2002-2007 Jeep Liberty vehicles. The information in this response is being provided by Suzuki Motor Corporation ("SMC") and American Suzuki Motor Corporation ("ASMC").

The peer vehicles sold in the U.S. by Suzuki for which we are providing information are the 1993-1998 Suzuki Sidekick, 1999-2004 Suzuki Vitara, 1999-2010 Suzuki Grand Vitara, and 2001-2006 Suzuki XL-7. As agreed with your staff, Suzuki is not providing information for the 2007-2009 Suzuki XL7, as this vehicle was designed by General Motors and is not a continuation of the 2001-2006 Suzuki XL-7 designed by Suzuki. As further agreed with your staff, Suzuki's response to requests 5 and 6 includes information for the 1993-2008 Geo Tracker and 1999-2004 Chevrolet Tracker.

Your requests and our corresponding replies are provided below.

1. ***State within the body of the response letter a summary table, by make, model and model year, the number of subject peer vehicles Suzuki has manufactured for sale or lease in the United States. Separately, for each model subject peer vehicle manufactured to date by Suzuki, state the following:***
 - a) *Vehicle identification number (VIN);*
 - b) *Model;*
 - c) *Model Year;*
 - d) *Date of manufacture (in "dd/mm/yyyy" format);*
 - e) *Date warranty coverage commenced (in "dd/mm/yyyy" format);*

- f) *The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease);*
- g) *The stowed location (e.g., in the rear cargo area, below the cargo area floor, or mounted on the exterior of the rear door, or other location) of the OE supplied spare tire;*
- h) *Whether the vehicle was manufactured with a brush guard, skid guard/plate, or other covering for the underside of the fuel tank (i.e., a protective guard);*
- i) *Whether the vehicle was manufactured with a tow hitch or tow receiver, and if so the duty/class of the hitch or receiver, and*
- j) *Whether the vehicle was manufactured with an electrical harness/connector for trailer lighting purposes.*

Provide the data in Microsoft Access 2007, or a compatible format, entitled "SUBJECT PEER VEHICLE PRODUCTION DATA."

The number of subject peer vehicles produced for each of the model years 1993-2010 is shown in the table below.

Model Year	Suzuki Model			
	Sidekick	Vitara	Grand Vitara	XL-7
1993	18,624			
1994	24,477			
1995	31,773			
1996	18,983			
1997	21,571			
1998	17,241			
1999		7,450	28,261	
2000		8,350	36,430	
2001		7,800	23,813	22,140
2002		7,550	16,471	37,561
2003		4,836	8,842	20,580
2004		3,567	8,423	22,824
2005			7,330	17,484
2006			36,733	10,747
2007			22,484	
2008			18,005	
2009			6,475	
2010			7,298	

Enclosed is a DVD marked "Suzuki Response to NVS-212pco; EA12-005" which contains the detailed vehicle information requested in items a through j. The information is provided in a file folder entitled "SUBJECT PEER VEHICLE PRODUCTION DATA". The information is contained in separate

Microsoft Excel spreadsheets for each of SMC's U.S. distributors. The files are identified as "Mainland U.S.", "Puerto Rico", "Hawaii", "American Samoa", and "Guam, Saipan".

The information provided in response to this request is based on manufacturer production records and distributor importation/sales records. The last date that information was gathered to respond to this request was February 27, 2013.

2. **State the number of each of the following, received by Suzuki, or of which Suzuki is otherwise aware, which relate to, or may relate to, the subject condition in the subject peer vehicles:**
- a) *Consumer complaints;*
 - b) *Field reports, including dealer field reports;*
 - c) *Reports involving a crash, or fire, based on claims against the manufacturer involving a death or injury, and notices received by the manufacturer alleging that a death or injury was caused by a possible defect in a subject peer vehicle;*
 - d) *Property damage claims;*
 - e) *Third-party arbitration proceedings where Suzuki is or was a party to the arbitration; and*
 - f) *Lawsuits, both pending and closed, in which Suzuki is or was a defendant or codefendant.*

For subparts "a" through "f", state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report, and a consumer complaint.

In addition, for items "c" through "f", provide a summary description of the alleged problem and causal and contributing factors and Suzuki's assessment of the problem, with a summary of the significant underlying facts and evidence including any and all photographic evidence, third-party post-crash/inspection reports, deposition materials, etc. For items "c" through "f" identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed, and details of the resolution of the matter.

Include reports in which the subject peer vehicle was struck in the rear by another vehicle, or the subject peer vehicle itself, through its own momentum or movement, struck another vehicle or object, such as a tree, pole, or bridge

abutment. As used here, the term rear includes crashes in which the subject peer vehicle is struck by another vehicle, or strikes an object, at an angle that included the rear of the vehicle (i.e., clock points 5, 6, or 7), and is not limited to direct crashes to the rear of the subject peer vehicle. Fire reports where the ignition source was from other than the crash are responsive and are to be included in your response. Reports of fuel leaks or fires where no crash occurred, such as fuel leaks that occur in garages or from punctures from running over objects in the road (but unrelated to a crash), are not within the scope of this request. Also, reports in which the fuel leak or fire originated in the engine compartment area, or where the fire was caused by an electrical issue (e.g., a lit cigarette, or a lit match), as opposed to a crash related fuel leak and fire, are also outside the scope of this request.

Suzuki has identified the following number of reports in each of the listed categories.

Consumer complaints	- 0
Field reports, including dealer field reports	- 0
Reports involving a crash or fire, based on claims involving a death or injury, and notices alleging a death or injury was caused by a vehicle defect	- 2*
Property damage claims	- 0
Third-party arbitration proceedings	- 0
Lawsuits, both pending and closed	- 2*

*** Note: The reports in these categories involved the same two incidents.**

Following is the requested summary information for the two incidents identified above:

- (1) **Case Caption, Court, Docket Number, and Date Filed:** ***Alinne Khalili, Ebrahim Khalili, Arsinne Khalili, and Digran Khalili, Plaintiffs, v. Suzuki Motor Company, American Suzuki Motor Company, American Honda Motor Company, Honda North America, Inc., Honda R&D Americas, Inc., Honda of America Manufacturing, Inc., Honda Engineering, Ltd., Honda Motor Company, Ltd., Honda Research & Development Company, Ltd., and Does 1 to 200, Inclusive, Defendants; Superior Court of the State of California for the County of Los Angeles; Case No. KC047709R; filed January 24th, 2006.***

Suzuki's File Number or Other Identifier Used: **05-040-SI-U**

Case Resolution: On August 31st, 2007, the plaintiffs and Suzuki defendants, Suzuki Motor Corporation ("SMC") and American Suzuki Motor Corporation ("ASMC"), reached a confidential settlement. American Honda Motor Corporation was served and filed a Motion for Summary Judgment; which was granted.

Description of the Alleged Problem: the plaintiffs allege that the fuel tank and shield on the 2001 Suzuki XL-7 were defectively designed and manufactured because the shield failed to protect the tank and allowed the tank to be ruptured during "an otherwise survivable accident." Plaintiffs allege that the placement of the tank and integrity of the shield could have prevented the fire that caused Mrs. [REDACTED] death. Suzuki disputed these allegations.

Number of Deaths and Injuries: one death and three injured:

[REDACTED] the spouse of [REDACTED] was the left rear seat passenger and died at the scene.

[REDACTED] was the driver of the two-door 2000 Honda Accord and suffered 3rd degree burns to his face, scalp, ears, and hand, and a fractured sternum and ribs.

[REDACTED] the daughter of [REDACTED] and [REDACTED] was the right front passenger, and sustained 2nd degree burns to her thighs and a cricoids fracture of her neck – which completely healed. Our biomechanical expert indicated a cricoid fracture of the neck is a common injury for a reclining, restrained occupant.

[REDACTED] was the right-front passenger in the 2001 Suzuki XL-7 and complained of pain to the right arm and shoulder.

Suzuki Vehicle Mileage at Time of Incident: unknown.

Summary Description and Causal/Contributing Factors: The incident appeared to be the unfortunate result of the inattention (or falling asleep) and unsafe driving speed of the 72-year old driver, [REDACTED], and the failure of [REDACTED] to wear her seatbelt.

Mr. [REDACTED] was cited for a violation of section 22350 of the California Vehicle Code, "No person shall drive a vehicle upon a highway at a speed than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or

property.” The responding police officer also recommended “a copy of this report be forwarded to the Los Angeles District Attorney’s Office for review and prosecution of [REDACTED] for 193(c)(2) P.C. (Vehicular Manslaughter without gross negligence).”

Mr. [REDACTED] was driving the Honda Accord eastbound on a California freeway (SR-60) around midnight on August 30th, 2004. Along with other vehicles, a 2001 Suzuki XL-7 (VIN: JS3TY92V714[REDACTED]), owned and operated by [REDACTED], had come to a complete stop for a construction zone and was rear-ended by the Honda. At the site of the crash, SR-60 is a straight, flat, and level eight-lane divided highway, with four eastbound and four westbound lanes, and a posted speed limit of 65 mph. The passengers in the Honda were asleep at the time of the crash.

Because expert disclosures are not due in California until 50 days prior to trial and the case resolved through settlement well before that time, expert reports were not prepared and expert depositions were not conducted. However, our crash reconstruction expert’s preliminary opinion was that the impact speed was at least 60 miles per hour. The Honda crashed into the XL-7 with such force that both frame rails of the XL-7, the strongest structural components in the vehicle, were bent and the rear axle and wheels were shoved forward 10 inches. The magnitude of the rear impact by the bullet vehicle was such that it caused the XL-7 to hit the vehicle in front of it at a sufficient velocity to deploy the XL-7’s frontal airbags. The front of the Honda sustained heavy impact damage and its engine was pushed back towards the bulkhead. During the course of the crash, the XL-7’s fuel tank was punctured by protruding metal from the Honda, probably a bolt from the front end of the Honda, causing both the Honda and the XL-7 to become engulfed in flames.

[REDACTED] was seated behind the driver and died at the scene. The deputy coroner who arrived at the scene observed that the decedent’s remains occupied the left rear passenger’s seat foot well and she appeared to be sitting on her lower legs, which were folded beneath her (in a “frog-like” position). The Honda’s rear seat back was folded down on top of her. There is strong evidence that she was unbelted and asleep at the time of the crash, and there would have been minimal to no ride-down of the crash forces. Had she been belted, the rear seat back would not have failed, the driver’s seat would not have been deformed in the manner found, and the seat belted driver would not have been propelled into the steering wheel by Mrs. [REDACTED] impacting the rear of his seat, breaking his ribs and sternum. Mr. [REDACTED] also

suffered burns to his hands and head while attempting to help Mrs. [REDACTED] exit the vehicle. Mrs. [REDACTED] was unresponsive. She was unbelted and killed upon impact; so, she did not react to the fire. X-rays showed a traumatic pelvic fracture that could not have occurred had she been belted. Her toxicology report also showed a carboxyhemoglobin level of only 10%, which is strong evidence that she died as a result of the impact and not the fire. Studies have indicated that carboxyhemoglobin levels above 30% strongly suggest inhalation of combustion products as the cause of death, while levels below 20% should prompt a search for other causes. Additionally, a forensic evaluation of the autopsy findings regarding signs of vitality during the fire indicate Mrs. [REDACTED] died upon impact, e.g., absence of soot in esophagus and stomach indicate unconsciousness or death at impact; no brain congestion reported in the autopsy is consistent with death at impact; no petechial hemorrhages in the mouth and throat is consistent with death before thermal trauma to the neck; and, no trauma/hemorrhage of the tongue is consistent with death before thermal trauma to the neck. Had Mrs. [REDACTED] been wearing her seat belt, she would most likely have survived the collision, as did the belted driver and front seat passenger.

Suzuki is producing to NHTSA all requested material that remains in its possession, pursuant to its Document Retention Policies, such as the Complaint, police reports, depositions of Suzuki employees, and photographs; however, other material, such as party depositions and the deposition of the driver of the XL-7, were not retained in the normal course of business.

- (2) Case Caption, Court, Docket Number, and Date Filed: *Willie H. Long, Jr., individually and as Personal Representative of the Estate of Willie Long, III, Plaintiffs, v. Enterprise Leasing Company, a Florida Corporation and American Suzuki Motor Corporation, a foreign corporation, Defendants*; in the Circuit Court of the 17th Judicial Circuit in and for Broward County, Florida; Case No. 02019116; filed October 8th, 2002.

Jacquelyn Jones-Brown, Personal Representative of the Estate of Taurus B. Jones, Plaintiff, v. Enterprise Leasing Company, a Florida Corporation and American Suzuki Motor Corporation, a foreign corporation, Defendants; Case No. 0306777; in the Circuit Court of the 17th Judicial Circuit in and for Broward County, Florida; filed April 15th, 2003.

The two cases were consolidated.

Suzuki's File Number or Other Identifier Used: 02-014-SI-R (); and, 03-008-SI-S ().

Case Resolution: On November 17th, 2003, the plaintiffs and Suzuki reached a confidential settlement of this matter.

Description of the Alleged Problem: the plaintiffs allege the tires were worn "with extremely, dangerously and unacceptably low tread" and that the fuel tank placement rendered the vehicle susceptible to fuel spills following rear end impacts. Plaintiffs' Complaints also allege the vehicle hydroplaned.

Number of Deaths and Injuries: two deaths.

was the driver of a 2001 Suzuki Grand Vitara (VIN: JS3TD62VX14), rented from and owned by . He died at the scene.

was the front seat passenger and died at the scene.

Suzuki Vehicle Mileage at Time of Incident: unknown.

Summary Description and Causal/Contributing Factors:

This incident results from the driver of the Grand Vitara losing control of the vehicle on wet roads at 80+ mph, sliding through the center median, entering oncoming traffic backwards, and being struck by a 1999 Ford F-150 truck and then a 1999 Chrysler 300M sedan. The Florida Highway Patrol ("FHP") Investigation Report noted that an examination "revealed worn tires" on the Grand Vitara and that the tires had wear indicators visible on all of the tires.

The Florida Traffic Crash Report notes the road surface condition as "Wet"; the weather as "Rain"; and, contributing causes as "Careless Driving" by Willie Long.

The FHP Investigation Report notes that " was in violation of Florida Statute 316.183(1), failed to use due care. was driving in a willful and wanton disregard for the safety of persons or property and was in violation of Florida State Statute 316.192: reckless driving... was in violation of Florida State Statute 322.36, driving while license suspended or revoked." However, no charges were filed

“because the driver expired from the injuries sustained as a result of this traffic crash.”

Mr. [REDACTED] was driving the 2001 Grand Vitara northbound on I-95 in Brevard County, Florida, on April 12th, 2002. The posted speed limit on I-95 is 70 mph. The police report estimated Mr. [REDACTED] speed at “80⁺” mph when he lost control, drove into the median, and spun 180 degrees, traveling backwards northbound into the southbound lanes. The F-150 truck and 300M sedan, traveling southbound at approximately 60-70 mph, struck the Grand Vitara in the rear. This was an unusual and extremely high-speed event and the crash forces severe. The F-150 truck is approximately 50% heavier than the Grand Vitara and there was nearly full overlap between the Ford’s front bumper and the rear of the Grand Vitara. The crash forces were such that the F-150 truck literally peeled and crushed the Grand Vitara’s structure above the fuel tank to the back of the front seats, exposing and compromising the fuel tank. It is Suzuki’s position that no design could have protected the fuel tank.

Pursuant to ASMC’s Document Retention Policy, the file on this matter was destroyed seven years after the settlement, so very little information remains at ASMC. However, all relevant information in ASMC’s and SMC’s possession is being produced, e.g., Complaints, police report, FHP Investigation Report, photographs, etc.

To respond to this request, ASMC conducted a search of relevant databases to identify qualifying reports. The search for database records which might be categorized as consumer complaints, field reports, crash reports property damage claims, and third-party arbitration proceedings involved a search for any key words which might indicate the presence of fuel leakage, a rear impact, fire, a gasoline smell, etc. Screened records were then individually reviewed. The last date information was gathered to respond to this request was February 20, 2013.

3. *Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:*
 - a) *Suzuki’s file number or other identifier used;*
 - b) *The category of item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);*
 - c) *Cause: 1) Whether the subject condition occurred due to the failure of or damage to a subject component or 2) Suzuki’s assessment of the cause of the fire or fuel leak, or 3) whether the subject condition occurred due to an unknown, undetermined, or ambiguous causation;*

- d) *Vehicle owner or fleet name (and fleet contact person), address, and telephone number;*
- e) *Vehicle's VIN;*
- f) *Vehicle's model;*
- g) *Vehicle's model year;*
- h) *Vehicle's mileage at time of incident;*
- i) *Suzuki's estimate of the impact speed of the striking vehicle or object that contacted the rear of the subject peer vehicle.*
- j) *The basis and/or analysis that substantiates the estimate provided in item i;*
- k) *Incident date;*
- l) *Report or claim date;*
- m) *Whether a fire is alleged;*
- n) *Whether property damage is alleged;*
- o) *Number of alleged injuries, if any; and*
- p) *Number of alleged fatalities, if any.*

Provide this information in Microsoft Access 2007, or a compatible format, entitled "REQUEST NUMBER TWO DATA"

The enclosed DVD, marked "Suzuki Response to NVS-212pco; EA12-005", contains the requested information in a Microsoft Access database file entitled "REQUEST NUMBER TWO DATA". The last date that information was gathered to respond to this request was February 20, 2013

4. *Produce copies of all documents related to each item within the scope of Request No. 2. The documents requested specifically include, but are not limited to, the following:*
- a) *Any police reports relating to, or that may relate to, the crash, fuel leak or fire;*
 - b) *Any and all accident reconstruction reports and documents prepared by or for Suzuki or by or for any other party;*
 - c) *Any and all reports and exhibits related to the subject condition prepared by expert witnesses in support of a claim against Suzuki or in anticipation of testimony in any state or federal proceeding in which Suzuki was a party;*
 - d) *Transcripts and/or video recordings and exhibits of any and all depositions of persons designated as experts in any state or Federal proceeding related to the subject condition in which Suzuki was a party;*
 - e) *Transcripts and/or video recordings of any and all depositions of Suzuki employees in any state or Federal proceeding relating to the subject condition in which Suzuki was a party; and*

- f) *Any and all documents consulted, created, or relied upon by Suzuki supporting its characterization or conclusions related to the causation of any fuel related leak and/or fire related to the subject condition.*

The enclosed DVD marked "Suzuki Response to NVS-212pco; EA12-005" contains copies of all documents identified by Suzuki relating to the two incidents found to be within the scope of Request No. 2. The documents relating to the first incident are contained in a file folder entitled "[REDACTED] Documents" and the documents relating to the second incident are contained in a file folder entitled "[REDACTED] Documents". The last date that information was gathered to respond to this request was February 20, 2013.

5. *For each subject peer vehicle model and model year, provide the following:*
- a) *Model, model year, and platform designation;*
 - b) *Type of material the fuel tank is composed of (e.g., HDPE plastic);*
 - c) *Side, rear, and top view drawings showing the placement of the subject components and related components that secure them in the vehicle;*
 - d) *A bottom view drawing or photograph showing the full vehicle undercarriage in the fully built configuration including the locations of the subject components;*
 - e) *Overall length of vehicle (in/cm);*
 - f) *Wheel base (in/cm);*
 - g) *Track width (in/cm);*
 - h) *Curb weight (lb/kg);*
 - i) *Gross vehicle weight rating (lb/kg);*
 - j) *Front gross axle weight rating (lb/kg);*
 - k) *Rear gross axle weight rating (lb/kg);*
 - l) *Interior volume (passenger and storage area);*
 - m) *For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the horizontal distance (in/cm) from aft most point of the rear axle to forward most point of the fuel tank;*
 - n) *For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the vertical distance (in/cm) from aft most point of the fuel tank to the aft most point of the vehicle's rear bumper;*
 - o) *For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the vertical distance (in/cm) from bottom/lower most surface of the fuel tank to bottom/lower most surface of vehicle's rear bumper at center line position (positive value indicates the tank surface is above bumper, negative value below the bumper);*
 - p) *For any subject peer vehicles manufactured with a fuel tank located behind the rearmost axle, state the vertical distance (in/cm) from the ground/road surface to the bottom/lower surface of i) the vehicle's rear*

- bumper at center line position, and ii) the vehicle's tow hitch at center line position (when equipped with a tow hitch);*
- q) If not originally equipped with, whether or not a protective guard for the fuel tank was optionally available, and if so, the part number of the optionally available protective guard; and*
 - r) Whether the vehicle was equipped with an ORVR/Onboard Refueling Vapor Recovery system.*

The enclosed DVD, marked "Suzuki Response to NVS-212pco; EA12-005", contains the requested information in a Microsoft Excel workbook entitled "REQUEST NUMBER FIVE DATA". Under the tab labeled "5-a, b, e~l, q, r" is a spreadsheet which provides the information requested in items 5a, 5b, 5e through 5l, 5q, and 5r. Under the tab labeled "5-c, d, m~p" is an application table which provides links for each subject peer vehicle to the information requested in items 5c, 5d, and 5m through 5p. The last date that information was gathered to respond to this request was February 20, 2013.

6. *Describe all assessments, analyses, tests, test results, design studies, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively "actions") that relate to, or may relate to, the subject condition in the subject peer vehicles, and including all testing to Federal Motor Vehicle Safety Standard (FMVSS) No. 301 or any other contemplated or applicable corporate or internal fuel system integrity standards that have been conducted, are being conducted, are planned, or are being planned by, or for, Suzuki. For each such action, provide the following information:*

- a) Action title or identifier;*
- b) The actual or planned start date;*
- c) The actual or expected end date;*
- d) Brief summary of the subject and objective of the action;*
- e) Results and related documents for FMVSS 301 testing including video and photos;*
- f) Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and*
- g) A brief summary of the findings and/or conclusions resulting from the action.*

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

Provide copies of any and all internal or corporate fuel system integrity standards used by Suzuki in the design and development of the subject vehicles that relate to the subject condition or to fuel system crash integrity in

general, including those that exceed the requirements of federal standards or FMVSS 301.

The enclosed DVD marked "Suzuki Response to NVS-212pco; EA12-005" contains a Microsoft Excel spreadsheet entitled "REQUEST NUMBER SIX INFORMATION" which includes the summary information requested above. The reports, videos, and other technical information referenced in the spreadsheet are provided in a file folder entitled "Item 6". Another Microsoft Excel file, entitled "Document Production Log", contains file path information to help locate the specific reports, videos, and other technical information referenced in the summary spreadsheet. The "Document Production Log" also identifies documents not referenced in the summary spreadsheet, which relate to an FMVSS 301 noncompliance recall conducted by Suzuki (96V-121.002). The "Production Log" contains separate tabs for Confidential and Non-Confidential materials. The last date that information was gathered to respond to this request was February 26, 2013.

Suzuki's response is based on searches of documents where information responsive to the agency's request would normally be found, as well as consultation with personnel who could reasonably be expected to have such information. Consequently, Suzuki's search did not include "... all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Suzuki (including all business units and persons previously referred to)..."

Sincerely,
AMERICAN SUZUKI MOTOR CORPORATION

A handwritten signature in black ink, appearing to read "Kenneth M. Bush". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kenneth M. Bush
Associate Director, Government Relations