



SUZUKI

AMERICAN SUZUKI MOTOR CORPORATION

04F-062
04V-357

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403-215

July 2, 2004

2004 JUL -6 P 3:00

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

OFFICE OF
DEFECTS INVESTIGATION

Dear Mr. Weinstein:

The following information is submitted in accordance with the reporting regulations in Title 49 of the Code of Federal Regulations, Part 579, Subpart B - Reporting of Safety Recalls and Other Safety Campaigns in Foreign Countries.

1. Name of Manufacturers

Daewoo Motor Company Limited
GM Daewoo Auto & Technology Company ("GMDAT")

2. Identification of Motor Vehicles Involved

Affected vehicles are certain 2002-2003 model year Daewoo/GMDAT Evanda passenger cars produced in Korea from October 19, 2001 through January 20, 2003.

3. Total Number of Motor Vehicles Involved

737

4. Description of Defect

A capacitor in the PC board of the camshaft sensor can crack, which can result in melting of the camshaft sensor. Melting of the sensor would likely produce smoke and a smell, and would cause illumination of the malfunction indicator lamp (MIL). This could also lead to melting of a front portion of the camshaft cover and a part of the wiring harness near the camshaft sensor.

5. Identification of Campaign Initiator, Campaign Type, and Program for Remedying Defect

GMDAT has decided to initiate a safety-related recall campaign to correct the defect in subject vehicles. Camshaft sensors in affected vehicles will be replaced and an additional in-line 5A fuse will be installed.

6. Identification of Determination Date, Foreign Countries Involved, and Campaign Commencement Dates

GMDAT decided to conduct a safety-related recall campaign on June 28, 2004. The campaign is being conducted in the countries identified below. A decision concerning when the campaign will be initiated is pending.

Austria, Benelux, Finland, France, Germany, Italy, Spain, Switzerland

7. Identification of "Substantially Similar"¹ Vehicles Sold or Offered for Sale in the U.S.

2004 Suzuki Verona

Note: The suspect camshaft sensors were not used in Suzuki Verona vehicles produced for the U.S.

Please contact me if you have any questions concerning this matter.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION



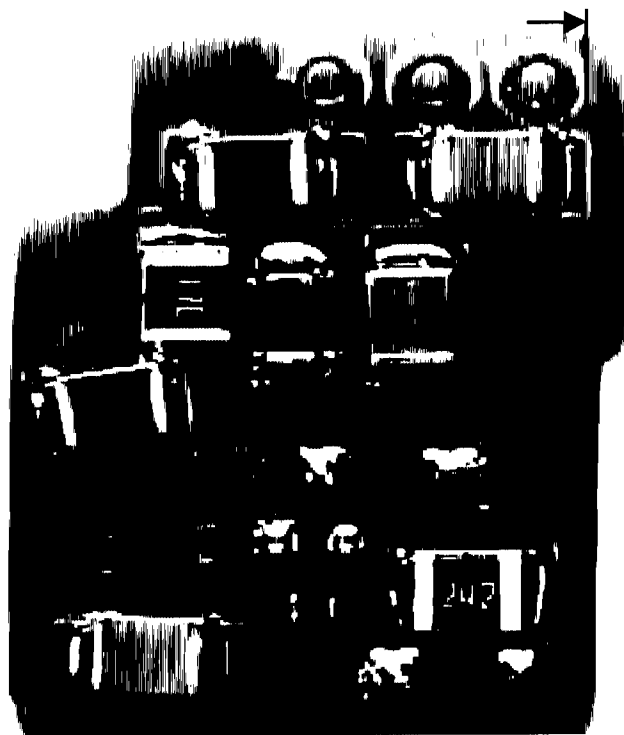
Kenneth M. Bush
Regulations Manager
Government Relations Department

¹ Vehicles identified in this letter as "substantially similar" under the broad definition specified in 49 CFR Part 579 can have significant differences in design, performance, durability, etc. The vehicles may not be "substantially similar" except for purposes of reporting under 49 CFR Part 579.

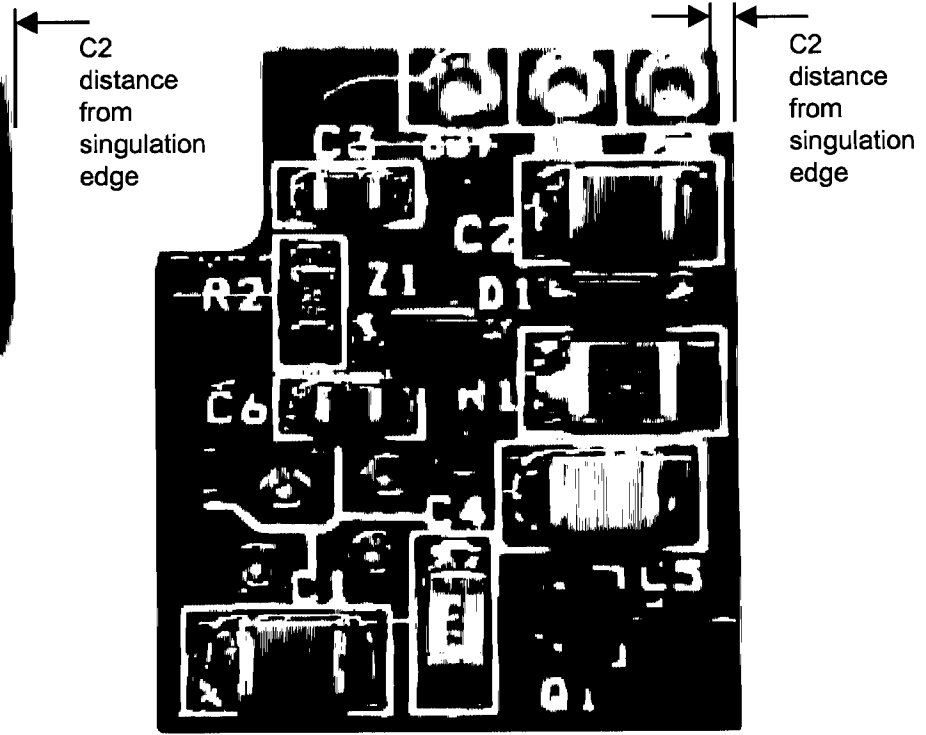
PCB of Cam Sensor

The reason of voluntary recall is a possible crack in C2 capacitor on the suspect PCB (Printed Circuit Board) of cam sensor. The crack might be resulted from the stress of PCB cutting process in PCB maker's manufacturing process (AB automotive)

But the original PCB had different circuit design (the distance between C2 capacitor and cutting line) and provided from another maker (Windsor)



Original PCB
(Windsor)



Suspect PCB
(AB Automotive)