



AMERICAN SUZUKI MOTOR CORPORATION

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By Recall Management Division at 9:24 am, Mar 25, 2010

10V-118
(3 Pages)

March 23, 2010

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Mr. Smith:

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

1. Name of Manufacturer

Nissan North America, Inc.

2. Identification of Motor Vehicles Involved

Affected vehicles are 2010 model year Suzuki Equator pickup trucks manufactured from February 22, 2010 to March 13, 2010. Vehicles manufactured before and after these dates are not affected because the issue is limited to a recent change in the supplier assembly process that has since been corrected.

The name and address of the IP module supplier is:

Calsonic North America, Inc.
One Calsonic Way
Shelbyville, TN 37160
Tel: (931) 684-449

3. Total Number of Motor Vehicles Involved

15

4. Percentage of Motor Vehicles Estimated to Contain the Defect

Approximately 1%

5. Description of Defect

On some of the potentially affected vehicles, the fasteners securing the passenger front air bag module, and also the fasteners securing the steering shaft positioning bracket may not have been tightened to the proper torque specification due to a recent change in the supplier assembly process that has since been corrected.

If the fasteners securing the passenger front air bag module are not tightened to specification, the vehicle operator will hear a loud rattling noise. In the event of a crash, the passenger front air bag deployment trajectory might be affected.

If the fasteners securing the steering shaft positioning bracket are not tightened to specification, they may loosen over time. If this occurs, the steering column may begin to rattle. If the vehicle continues to be driven in this condition, the fasteners could possibly come out of the steering column positioning bracket. This may result in noticeable steering column movement but is not expected to affect the ability to steer the vehicle.

6. Chronology of Principal Events

March 12, 2010 - during routine closed track quality testing, Smyrna, TN manufacturing plant identified two vehicles with a rattle noise in the glove box area while driving on a test track.

Nissan examined the two vehicles and based on those findings initiated an assembly process investigation at the plant. It was determined that torque checking software implemented by the supplier on February 22, 2010 was not functioning properly.

Nissan also initiated a yard and dealer inspection of the possibly affected vehicles.

March 16, 2009 - Nissan determined that a safety related defect exists and that a voluntary recall campaign should be conducted.

7. Description of Corrective Action

Suzuki will conduct a safety-related recall campaign to inspect the steering column and passenger front air bag fasteners of potentially affected vehicles to see whether

they are loose, or missing. Any missing fasteners will be replaced and all loose fasteners will be retightened to the proper torque specification. Suzuki has already contacted dealers with potentially affected vehicles in their inventory by telephone to ask them to stop sales of these vehicles until the recall work is performed. Suzuki has also contacted owners of potentially affected vehicles by telephone (only two potentially affected vehicles have been sold to retail customers) to inform them of the recall. Suzuki is planning to send a service bulletin to dealers on March 26, 2010.

8. Copy of Notices

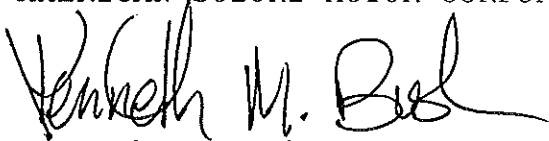
Copies of notices will be provided as they become available.

9. Suzuki Campaign Number

NQ

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

A handwritten signature in black ink, appearing to read "Kenneth M. Bush". The signature is written in a cursive, flowing style.

Kenneth M. Bush
Associate Director, Government Relations