

# Daihatsu Rocky Emission Control Check Valve Campaign

# 10V-083

## Third Quarterly Report Information

Required per 49 CFR Part 573.7

Report Date: October 29, 2010

Calendar Quarter: 3rd 2010

Safety Recall Quarterly Report from March 31, 2010 through September 30, 2010

Manufacturer: Daihatsu Motor Co., Ltd. (DMC: Manufacturer)

**No Affiliated U.S. Sales Company**

The affected vehicles were imported by the manufacturer's former US importer and distributor, Daihatsu America Inc (a former California corporation) which was duly dissolved in Nov. 2003, more than 10 years after the last affected vehicle were imported in the United States.

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Recall Subject: Rocky Emission Control Check Valve Campaign

**1. NHTSA Safety Recall Campaign Number: 10V-083**

Also, for completeness, if your company has assigned a code number to this campaign, please provide your code: Same as NHTSA number above.

**2. (a) The date notification to purchasers began: March 31, 2010**

**(b) The date notification to purchasers was completed: Domestic U.S.: May 3, 2010  
Puerto Rico: June 3, 2010**

**(c) Second nationwide notification to owners began/completed: October 21, 2010**

**3. The Total Number of Vehicles Involved: 4324 (Unchanged since last report)**

The total number of vehicles involved in the subject campaign (including all items sold or distributed to purchasers, dealers, distributors, and similar entities beyond the immediate control of the manufacturer/importer).

**4. (a) Total Number Inspected & Remedied: 318 as of 9/30/2010 (See attached Explanation)**

Total number of vehicles which were inspected and/or otherwise repaired or remedied.

**(b) Total Number Inspected & NOT REQUIRING REMEDY: None.**

Total number of vehicles involved in the recall and inspected, but determined to NOT REQUIRE REMEDIAL or recall repair work. In this recall, Daihatsu is voluntarily repairing all vehicles that are submitted for inspection and repair.

**5. Vehicles Determined to be Unreachable**

Total Number Exported: 2

Total Number Stolen: 1

Total Number Scrapped: 17

Total Number Unable to Notify: 417 (Notifications returned)

Total Number Otherwise Unreachable: 1

Describe Other: DMV Registered owner did not own a Daihatsu

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**Quarter Ending: September 30, 2010**

**SUPPLEMENTAL INFORMATION**

- Item 2(c) Second Notification:** In the interests of public safety and customer satisfaction, Daihatsu Motor Co., Ltd. voluntarily issued a second recall notification by mail on October 21, 2010 to all registered owners of Rocky vehicles in the United States and Puerto Rico who had not already submitted their vehicles for repair. The purpose of the second notification was to increase the number of vehicles timely submitted under the Recall Campaign. The full effects of this second notification will be reported in future quarterly reports beginning with the period ending 12/31/2010, but early indications are that the total rate of response under this campaign of 18-to-20-year-old vehicles will remain relatively very low.
- Item 4 (a) Total Number of Vehicles Remedied:** The total number of vehicles repaired under the Recall Campaign increased from 191 to 318 units during the third Quarter ending 9/30/2010. This number was surprisingly low and disappointing given the amount of publicity accorded to the Recall Campaign by the relevant automotive and general news media, together with the positive feedback received from Daihatsu vehicle owners since the recall was initiated on March 31, 2010. As a result of the disappointing rate of response during the first six (6) months of the Campaign, Daihatsu speculated that perhaps owners had lost the first notification, or had forgotten about the recall due to the age and relative lack of use of the vehicles involved. Moreover, since the soft-top convertible models typically experience considerable wear and leaky deterioration of the tops, seals, plexiglass windows, and fasteners after 18-to-20 years, the increased air flow and ventilation of the old tops, if still in place, would carry away any fuel vapors that might conceivably be emitted into the passenger compartment, making the problem entirely imperceptible to the owner or occupants of the vehicle. As for hard top models, it appears that owners and users of the subject vehicles are likewise not experiencing much discomfort, nor are they much concerned about the smell or presence of such vapors in the vehicles while driving. Daihatsu **further** speculated that the age of the vehicles may mean that there are a number of unrelated mechanical problems and other factors that make it inconvenient or not worth the trouble for owners to submit their Rockys for repair under this Campaign. In any event, the rate of return under this Campaign is substantially lower than recalls of equivalent vehicles by Daihatsu in other countries where there is a robust dealer network and where customers might have other major work done by the mechanics at the same time. A final factor may be that the vehicles are used only during certain seasons, or only on private property, and hence the mere fact of current registration does not necessarily mean that the vehicle is driven on a regular or current basis. The second notification was sent to address all of these possibilities and to encourage owners to have the repairs performed promptly.