



AMERICAN SUZUKI MOTOR CORPORATION

February 28, 2011

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Associate Administrator:

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 and Importers

Manufacturer: Suzuki Motor Corporation
Importers:

Continental U.S. - American Suzuki Motor Corp.
Hawaii - Montgomery Motors, Ltd.
Puerto Rico - Suzuki Del Caribe, Inc.

2. Identification of Motor Vehicles Involved

Attachment 1 contains a table identifying affected motorcycles by make, model, model year and inclusive dates of manufacture. Attachment 2 contains a table identifying affected vehicles by Vehicle Identification Number.

The reported condition involves the regulator/rectifier (Suzuki part numbers: 32800-41F11; 32800-15H10; 32800-05H11; 32800-41G10; 32800-15H00; 32800-18H00; 32800-05G10; 32800-10G10; 32800-05H20; 32800-06G01). These parts are manufactured by:

Kokusan Denki Co., Ltd.
3744 Ooka, Numazu-shi, Shizuoka, Japan 410-0022
Tel: +81-055-921-5930

3. Total Number of Motor Vehicles Involved

73,426

4. Percentage of Motor Vehicles Estimated to Contain the Defect

Unknown

5. Description of Defect

Some regulator/rectifier assemblies were produced with insufficient adhesion between the power module (circuit board) and the rectifier case that contains a heat sink to dissipate heat. Due to the insufficient adhesion, heat generated on the power module circuit board can cause the circuit board to deform, and lift off the case. Illustrations showing this phenomenon are attached. This condition causes excessive heat on the circuit board and uncontrolled electric current output, which can result in insufficient charging current being provided to the motorcycle battery. This can cause discharge of the battery and can lead to engine stalling and/or a no-start condition. Engine stalling while riding can increase the risk of a crash.

6. Chronology of Principal Events

July, 2008 - Suzuki Motor Corporation (SMC) received a field report from American Suzuki Motor Corporation (ASMC) concerning regulator/rectifier failure that resulted in a no-start condition. SMC began an investigation.

Dec., 2008 - A countermeasure was introduced to prevent insufficient adhesive hardening when regulator/rectifier components are "baked" in an oven. A timer-interlock function was added to prevent parts from being processed through the oven at the start of the day until the oven temperature reaches a specified minimum temperature. As of the end of Dec., 2008, SMC had received 15 field reports of rectifier failure and ASMC

had replaced 28 parts under warranty. SMC concluded that a very limited number of rectifiers had experienced insufficient adhesive hardening due to a low oven temperature, and decided to continue monitoring incidents in the field.

Oct., 2009 - To address continuing claims of regulator/rectifier failure, the supplier introduced a new process to re-bake parts in a separate oven to reduce variation in oven temperature. As of the end of Oct., 2009, SMC had received a cumulative total of 91 field reports of rectifier failure and ASMC had replaced a cumulative total of 263 parts under warranty. Again, SMC concluded that a limited number of rectifiers had experienced insufficient adhesive hardening and decided to continue monitoring incidents in the field.

Sep., 2010 - After seeing a surge of incident reports in the spring/summer of 2010 involving regulator/rectifiers produced prior to introduction of the second countermeasure in October, 2009, SMC initiated a re-investigation to examine factors contributing to the wide variation in failure rates seen for individual motorcycle models. As of the end of Sept., 2010 SMC had received a cumulative total of 170 field reports involving 447 motorcycles (some field reports issued after May, 2010 were for multiple motorcycles) and ASMC had replaced 1,126 parts under warranty.

Feb., 2011 - Although none of the field reports involving rectifier failure received by SMC included any report of injury, and the warranty replacement rate varied among affected models, SMC decided to conduct a safety-related recall of all affected motorcycles.

Between July, 2008 and December, 2010, Suzuki distributors in the U.S. provided SMC with a total of 180 field reports

concerning rectifier failure in 502 of the subject motorcycles.

7. Description of Corrective Action

Suzuki distributors will conduct a safety recall campaign to replace the regulator/rectifier of affected motorcycles with an improved part. American Suzuki Motor Corporation (ASMC) is planning to notify dealers about the recall on February 25, 2011, and currently expects to notify owners about the recall on March 2, 2011. We expect that other Suzuki distributors will follow a similar schedule.

Enclosed is a copy of ASMC's plan for reimbursing owners who may have paid for repairs to remedy the condition in advance of recall notification.

8. Copy of Notices

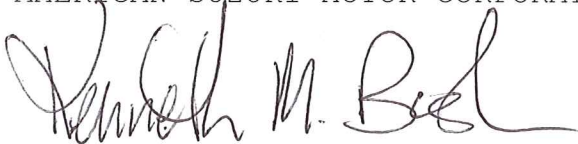
Attached is a copy of the initial notice that American Suzuki Motor Corporation received from SMC. Copies of other notices will be provided when they have been finalized.

9. Suzuki Campaign Number

The campaign number applicable to each of the affected models is provided in Attachment 2.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

A handwritten signature in dark ink, appearing to read "Kenneth M. Bush". The signature is fluid and cursive, with the first name "Kenneth" being more prominent and the last name "Bush" following in a similar style.

Kenneth M. Bush
Associate Director, Government Relations