



AMERICAN SUZUKI MOTOR CORPORATION

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By Recall Management Division at 7:24 am, Dec 20, 2011

December 19, 2011

11V-593
(3 Pages)

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Ms. Lewis:

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 2011 and 2012 model year Suzuki Equator pickup trucks manufactured from June 16, 2011 to August 31, 2011 (Note: Only one 2012 model year vehicle is affected). The affected vehicle production range was determined using the earliest and latest dates that certain engine cooler connector bolts may have been installed. Vehicles manufactured before and after these dates are not affected.

The name and address of the connector bolt supplier is:

MAHLE Filter Systems Japan Corporation
3-1-2 Ikebukuro, Toshima-ku, Tokyo 171-0014, Japan
Tel: +81-3-3989-8464
Fax: +81-3-3989-8470

The country of origin is Japan.

3. Total Number of Motor Vehicles Involved

73

4. Percentage of Motor Vehicles Estimated to Contain the Defect

Unknown

5. Description of Defect

Due to a supplier issue that has since been corrected, some of the bolts that connect the engine oil cooler and the engine oil filter to the engine may have been manufactured to below-specification strength. On vehicles equipped with the affected bolts, the bolt may break at the oil filter attachment point. If the connector bolt breaks, it can cause an engine oil leak. If there is an engine oil leak, the engine oil warning lamp will illuminate and the engine may become noisy. If the driver ignores this condition and the vehicle continues to be driven, the engine could seize.

6. Chronology of Principal Events

August 18, 2011 - Nissan received several reports of engine cooler connector bolts breaking where the oil filter attaches to the engine oil cooler. Nissan initiated an investigation.

August 20, 2011 - December 12, 2011 - The incident parts were collected and analyzed. It was determined that a difference in material structure existed between the incident parts and the correct-specification ones. Some re-creation tests were conducted to determine the effect of the material structure difference on the deterioration of the bolt strength. The manufacturing history of the supplier was investigated to research the cause of the material structure difference. As a result, it was found that the forming process of the bolt at the supplier had been changed, making the forming process out of specification.

Nissan further investigated to determine the scope and the potential consequences of this issue. It was found that the possibility of engine seizure existed, although the driver is alerted to this incident by the illumination of the engine oil indicator and increased noise from the engine.

December 12, 2011 - Nissan determined that a safety-

related defect exists and that a recall campaign will be conducted.

7. Description of Corrective Action

Owners of potentially affected vehicles will be notified to take their vehicle to an authorized Suzuki automotive dealer. The connector bolt will be replaced with a countermeasure bolt.

American Suzuki Motor Corporation is planning to send a notification letter to dealers on December 21, 2011 and is planning to send a notification letter to owners of potentially affected vehicles on January 19, 2012.

Since the cost of any pre-notification repairs would have been covered under warranty, we understand that it is not necessary to specify a reimbursement plan or notify owners about the eligibility for reimbursement of the cost of pre-notification repairs.

8. Copy of Notices

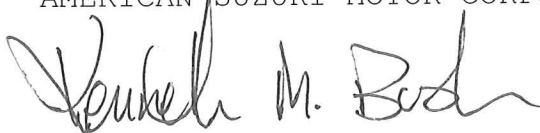
Copies of notices will be provided as they become available.

9. Suzuki Campaign Number

NT

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