

Technical Bulletin

Division: Automotive
 Category: Technical

Section Title: Body, Cab and Accessories
 TSB No. TS 13 09212

- SUBJECT:** SAFETY RECALL CAMPAIGN “NU”; INOPERABLE LOW AND HIGH BEAM HEADLIGHT FUNCTION.
- MODEL(S):** FORENZA SEDAN/WAGON, RENO (RQ420)
- YEAR:** ALL 2004~2005 MY, AND CERTAIN 2006 MY THROUGH PRODUCTION DATE OF MARCH 27, 2006
- CONDITION:** Some vehicles may experience an intermittent or total loss of high/low beam headlight function.
- CAUSE:** Affected vehicles were produced with an instrument panel wire harness which included a splice pack (S201) that may have high resistance at the headlamp splice.
- CORRECTION:** Suzuki dealers are requested to remove the S201 splice pack and then re-join related wiring with the special crimp/solder style splice connectors (part # 99963-85ZSC).

NOTE:

If the NB safety recall has not been performed, or was not required, use this opportunity to repair both sides of the splice pack. SUBMIT ONLY THE NU RECALL CLAIM TO REQUEST PROPER REIMBURSEMENT BY USING THE CORRECT VARIATION CODE.

Technical Service Department
 Dealership Circulation – Initial and file:

Service Manager	Parts Manager	Service Advisor	Technicians						

Suzuki bulletins are intended for use by professional technicians, NOT a “do-it-yourselfer.” They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your authorized Suzuki dealer for information on whether your vehicle may benefit from the information. Suzuki reserves the right to change technical specifications at any time without prior notice.

PART(S) INFORMATION

Part Number	Description	Qty.	Notes
99963-85ZSC	Crimp, Solder Connector	1 - 4	<p>One to four crimp connectors are necessary depending on the number of wire color combinations on a particular vehicle's S201 connector.</p> <p>Connectors will come in packs of 10. ASMC will send an initial quantity of 30 connectors to launch the recall. Once those parts are depleted, please reorder enough campaign parts to meet the demand at your location.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p align="center">▲ CAUTION</p> <p>Using a connector other than the specific Suzuki supplied connector may result in inoperative headlight function.</p> <p>Use only the specified connector to splice the wires. Do <u>not</u> source a connector locally.</p> </div>

WARRANTY INFORMATION

Labor Operation	Description	Failed Part Number	Complaint Code	Defect Code	Labor Time
Please refer to Campaign Bulletin SC-61 for claim submission instructions.					

Repair Procedure:

1. Record the radio presets and disconnect the battery negative cable. Tilt the steering wheel to the max down position. Remove the instrument cluster bezel by removing the two screws.



2. The bezel is secured along the bottom with clips. Some force is required to release the clips. Remove the bezel by sliding it towards you and tilting it up behind the steering wheel.



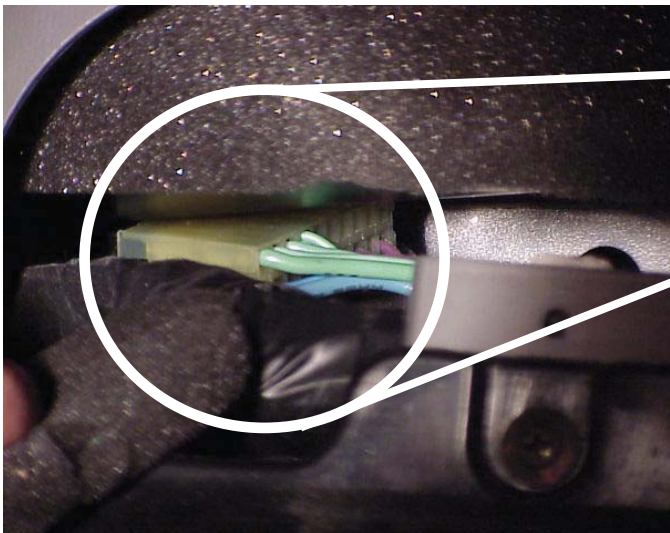
3. Remove the three instrument cluster screws.



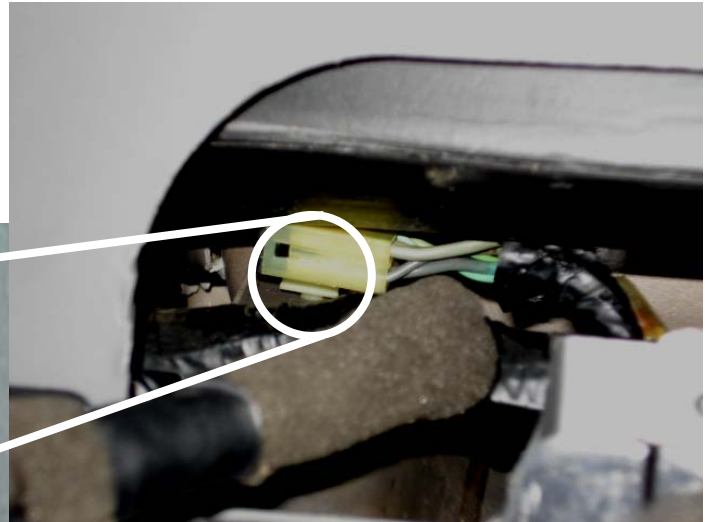
- Slide the instrument cluster forward enough to remove the three electrical connectors. Then remove and set the instrument cluster aside.



- The splice pack (S201) will need to be removed from its anchor.



6. Under the dash to the left of the steering column and directly under the splice pack, release the anchor of the splice pack by squeezing the anchor catches. Then, push the anchor through the hole.



7. Pull the splice pack out from in between the A/C duct and dash support structure. Inspect the splice pack for the three violet wires shown. If they have been cut off, a repair attempt has been made. If the violet wires are showing signs of a poor repair (loose, improperly soldered, poorly crimped, burnt etc...) the violet wires will have to be included in this repair as follows beginning with step 8.

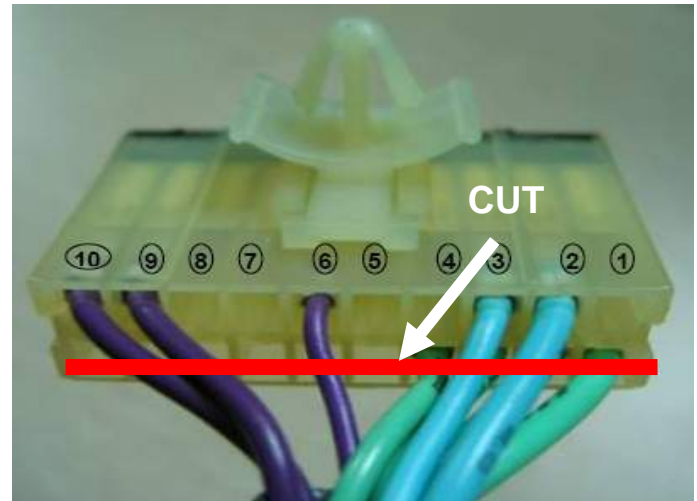
NOTE:

With the splice pack anchor facing you as shown, the three violet wires will be on top.



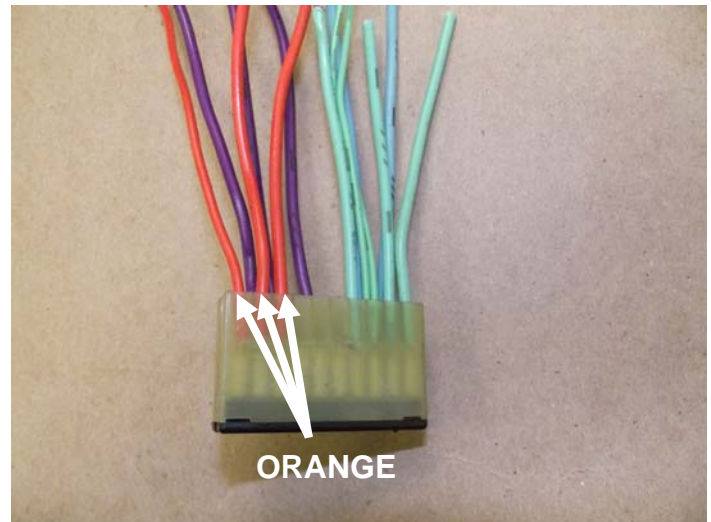
8. Cut the two (2) sky blue wires and five (5) light green wires as close to the splice pack connector as possible. Also cut the three (3) violet wires if they have not previously been removed. If any heat damage exists, cut the wires just behind the damaged area. Discard the removed splice pack connector (S201).

If an inadequate repair has already been made to the violet wires, remove the repair by cutting the wires as close to the repair as possible and just behind any damaged area, then make the repair.



NOTE:

A small number of 2006 model year vehicles may include three (3) orange wires which must be included in the repair.



9. Strip about half an inch of insulation off the end of each wire. Group the wires by color and for wires of the same color, twist the stripped ends together.

NOTE:

It may be necessary to remove some of the harness wrap to expose enough of the wire to work with.

NOTE:

Hands must be clean of any grease when preparing wires for connection. Any grease or foreign matter on the wires will prevent the solder from adhering to the copper wire strands.



10. Insert the twisted wire end fully into a specified crimp connector (part # 99963-85ZSC). Use a separate connector for each color group of twisted wire ends. The exposed copper wire should be completely inserted in the metal barrel of the crimp connector. The wire insulation should be inside of the clear area of the connector and touching the barrel.



11. Fully crimp the connector using a ratchet crimper (special tool #RCT3508-4MA).

NOTE:

The crimper will release automatically if crimped properly.



12. Shrink the crimp connector using a heat gun (special tool #HG1400-AKS). Start at the open end off the connector.

▲ CAUTION

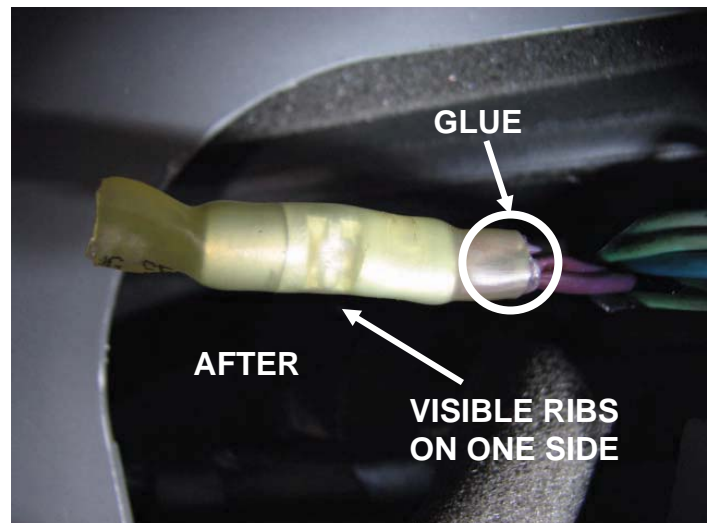
Having the heat gun come in contact with any plastic, foam or other components can cause damage and may cause a fire.

Do not allow the heat gun to contact any components that can be damaged.

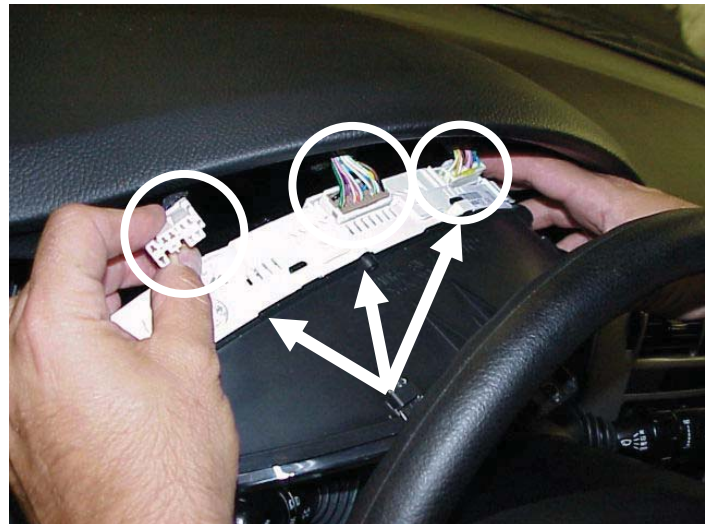


13. Once the end shrinks, gently squeeze it flat with a pair of needle nose pliers before it cools. Continue to heat the crimp connector until the solder has melted and wicked into the wire.

14. When the solder has melted you will see the centering ribs on one side of the crimp connector and the glue should start coming out around the wires.



15. Temporarily connect the three instrument cluster connectors to the instrument cluster. Connect the battery negative terminal and test for normal headlight HIGH and LOW beam operation. If the headlights do not operate, further circuit diagnosis will be required. Please contact Suzuki Techline if assistance is required (1-800-934-1616). If headlights operate, continue to step 16.



16. Turn the ignition OFF. Disconnect the battery negative cable and remove the instrument cluster.
17. Re-position the wire protective covering of the spliced wires back to its original position and secure the spliced wires back into their original position.
18. Re-install the instrument cluster and bezel. Re-connect the battery negative terminal and reset the radio presets.
19. If the "Air Bag" warning light is ON after repair, clear the DTCs. The light will not go OFF until the ignition key is cycled OFF then ON.