



SUZUKI MOTOR OF AMERICA, INC.

14V-262-Amended
(4 pages)

June 24, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE – Room W45-306
Washington, D.C. 20590

Dear Ms. Lewis:

Re: Recall 14V-262 – Amended Part 573 Report

On May 16, 2014, Suzuki Motor of America, Inc. ("SMAI") submitted a Part 573 report concerning a defect in 2004-2008 Suzuki Forenza and 2005-2008 Suzuki Reno passenger cars. On May 30, 2014, SMAI submitted an amended Part 573 report. Pursuant to the requirements in 49 CFR §573.6(b), SMAI submits the attached further-amended Part 573 report, which supersedes the previous two reports. The attached report contains an updated description of the defect and an updated description of corrective action.

Please contact me if you have any questions concerning this matter.

Sincerely,

SUZUKI MOTOR OF AMERICA, INC.

A handwritten signature in blue ink, appearing to read 'Kenneth M. Bush'.

Kenneth M. Bush
Department Manager, Government Relations

AMENDED PART 573 REPORT

1. Name of Manufacturer and Importers

Manufacturer: GM Korea Company ("GMK")

Importers:

Continental U.S.	– Suzuki Motor of America, Inc. ("SMAI")
Puerto Rico	– Suzuki Del Caribe, Inc.

2. Identification of Motor Vehicles Involved

Affected vehicles are all 2004-2008 model year Suzuki Forenza and 2005-2008 model year Suzuki Reno passenger cars. Affected vehicles were produced from September 1, 2003 to July 30, 2008.

The components involved are the headlamp switch and the daytime running lamp (DRL) module.

The supplier of the headlamp switch is:

Woochang
16, Sinwon-ro 133 beon-gil,
Danwon-gu, Ansan-si, Gyeonggi-do, KOREA

The supplier of the DRL module is:

Hamsar Diversco Inc.
5320 Downey St.
Burlington, Ontario Canada L7L6M2.

3. Total Number of Motor Vehicles Involved

The total number of affected vehicles is 184,244.

4. Percentage of Motor Vehicles Estimated to Contain the Defect

100%

5. Description of Defect

For the headlamp switch, heat generated within the headlamp switch, which is located on the left side of the steering column, can deform a plastic actuator within the switch intended to lift the headlamp switch contacts. As this actuator

deforms, the headlamp switch contacts can close. If carbon has formed on the headlamp switch contacts, it could cause a resistive short and melt the switch, which could cause a fire.

For the DRL module, a metal oxide semiconductor field effect transistor (MOSFET) within the DRL module, which is located under the instrument panel, may operate in an unintended state due to external cause. While in this state, if the over-temperature-protection circuit and heat sinking capability of the DRL module do not adequately protect the DRL module, the DRL module could melt and cause a fire.

6. Chronology of Principal Events

In October 2010, GMK was notified by Suzuki of thermal incidents on the Forenza/Reno (J200) model. GMK received a DRL module with wiring harness on April 13, 2011 and a second DRL module on July 25, 2011. GMK analyzed the returned parts and concluded that the origin of the heat source was at the connection of the wiring harness to the DRL module. The returned parts had melted and a root cause was not identified.

On March 9, 2012, GMK engaged GM North America (GMNA) Field Product Analysis Engineering to conduct an investigation on two Suzuki Forenza vehicles for interior fires. An on-site assesment was completed which had evidence of interior fires originating from the driver side instrument panel lower area. The vehicle evidence indicated that the origin of the heat source was the connection area of the wiring at the DRL module. DRL modules and wiring from the investigated vehicles were provided to GMK for analysis. The module and connector were melted and no additional conclusions were made.

On November 27, 2012, GMK was notified by Suzuki of 10 cases showing melting of the headlamp switch. On January 5, 2013, GMK received 5 melted returned headlamp switch parts from Suzuki and conducted an analysis with support of the headlamp switch supplier Shin Chang. A failure mode was not determined. GMK also reviewed two DRL modules that had experienced minor damage and conducted lab testing with support of the wiring supplier Packard Korea. Both modules showed a low beam "On" condition when properly functioning modules would be in the "Off" condition. A failure mode for this condition was not determined.

On April 17, 2013, GMK received 16 non-melted returned headlamp switch parts from Suzuki and conducted an analysis that indicated that 15 returned parts showed a normal function and 1 returned part showed a high beam circuit closed (stuck in the "On" position). The one failed part indicated that a high beam remained "On" when the ignition key was in the "Off" position.

On June 11, 2013, GMK and Suzuki discontinued the Suzuki-led product quality meetings. GMK Aftersales team took over responsibility of current product quality management with support from GMK Engineering and GMK Quality.

On March 7, 2014, Suzuki notified GMK of additional cases and requested a field action review. Additional claims were identified on March 11, 2014, and on March 27, 2014. GMK and GMNA conducted an on-site investigation from April 2, 2014 through April 11, 2014. The investigation concluded that the fires and melting incidents in J200 vehicles were caused by a headlamp switch fault that results in driving high surface temperatures at the DRL module or headlamp switch. The issue was reviewed by the GMK Field Performance Evaluation Review Committee, and on May 9, 2014 an Executive Field Action Decision Committee decision was made to conduct a safety recall for the Suzuki Forenza/Reno and Chevrolet Optra (J200) vehicles in North America for DRL and headlamp switch related vehicle fires.

On May 14, 2014, Suzuki Motor Corporation was notified by GMK of the decision for a product safety recall, and on May 15, 2014 Suzuki Motor Corporation decided to conduct a safety recall in North America.

7. Description of Corrective Action

Suzuki Service Providers will replace the signal switch and add a jumper relay kit to remedy the headlamp switch defect, and will replace the DRL module in the instrument panel harness.

SMAI will provide the schedule for notifying dealers and owners as soon as it is confirmed.

Attached is a copy of SMAI's plan for reimbursing owners and purchasers who incurred costs for remedies of the reported defect in advance of recall notification.

8. Copy of Notices

Attached is a copy of the initial notification letter that SMAI received from Suzuki Motor Corporation. Copies of additional notices will be provided when they have been finalized.

9. Suzuki Campaign Number

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