

Part 573 Safety Recall Report**15V-852****Manufacturer Name :** Suzuki Motor of America, Inc.**Submission Date :** DEC 17, 2015**NHTSA Recall No. :** 15V-852**Manufacturer Recall No. :** 2A50, 2A51, 2A52**Manufacturer Information :**

Manufacturer Name : Suzuki Motor of America, Inc.

Address : 3251 East Imperial Highway

Brea CA 92821-6795

Company phone : 714-996-7040

Population :

Number of potentially involved : 6,214

Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2013-2013 Suzuki SFV650

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 1305 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : FEB 06, 2013 - MAY 29, 2013

VIN (Vehicle Identification Number) Range

Begin : JS1VP55A5D2100003

End : JS1VP55A0D2101317

 Not sequential VINs

Vehicle : 2014-2014 Suzuki SFV650

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 236 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : OCT 24, 2013 - DEC 16, 2013

VIN (Vehicle Identification Number) Range

Begin : JS1VP55AXE2100001

End : JS1VP55A4E2100236

 Not sequential VINs

Vehicle : 2012-2012 Suzuki DL650A

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 541 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : JUN 26, 2012 - DEC 04, 2012

VIN (Vehicle Identification Number) Range

Begin : JS1VP5604C2103939 End : JS1VP56A1C2104577 Not sequential VINs

Vehicle : 2013-2013 Suzuki DL650A

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 1943 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : JAN 12, 2013 - JUL 26, 2013

VIN (Vehicle Identification Number) Range

Begin : JS1VP56A4D2100010 End : JS1VP56AXD2102764 Not sequential VINs

Vehicle : 2014-2014 Suzuki DL650A

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 1119 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : AUG 30, 2013 - FEB 03, 2014

VIN (Vehicle Identification Number) Range

Begin : JS1VP56A7E2100004 End : JS1VP56A5E2101894 Not sequential VINs

Vehicle : 2013-2013 Suzuki AN650A

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 870 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : FEB 05, 2013 - MAY 29, 2013

VIN (Vehicle Identification Number) Range

Begin : JS1CP51B0D2100013 End : JS1CP51B3D2100989 Not sequential VINs

Vehicle : 2014-2014 Suzuki AN650A

Vehicle Type : MOTORCYCLES

Body Style :

Power Train : NR

Descriptive Information : 200 motorcycles are affected. Affected motorcycles were determined based on production records.

Production Dates : NOV 07, 2013 - NOV 22, 2013

VIN (Vehicle Identification Number) Range

Begin : JS1CP51B6E2100213

End : JS1CP51B1E2100412

Not sequential VINs

Description of Defect :

Description of the Defect : Contamination between the tappet and cam may cause the hardened surface of the tappet to peel if the surface shape of the tappet is convex. This would allow the inner part of the tappet to come in contact with the cam. If the hardness of the inner part of the tappet is at the low end of the design specification, both the tappet and cam can wear, increasing the tappet clearance. If the tappet clearance becomes large, it can cause an abnormal noise and in the worst case can cause the engine to stall.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Engine stalling can increase the risk of a crash.

Description of the Cause : Contamination may have entered the engine cylinder head assembly during the assembly and storage process. In addition, tappets may have been produced with a convex surface shape and an inner part hardness that is at the low end of the design specification.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

In June 2013, Suzuki Motor Corporation (SMC) received six FTIRs from markets outside the U.S. ("foreign market FTIRs") concerning symptoms which appear to be related to the reported defect.

In August 2013, SMC investigated collected parts and checked the production process but could not determine the cause of the reported malfunctions. As of August 2013, SMC had received a cumulative total of ten foreign market FTIRs. In August and September 2013, SMC was unsuccessful in trying to reproduce the reported malfunctions.

In February 2014, SMC changed the material of the tappet to the material used for other models even though they were unable to determine the cause of cases of abnormal wear.

In April 2014, SMC changed the engine cylinder head assembly process for production effectiveness. The previous process, which began in June 2012, involved the use of partition board to separate the assembled cylinder heads for storage. The new process eliminated the use of the partition board.

In June 2014, SMC investigated the production process of the tappet and could not identify any process changes or unusual occurrences. As of June 2014, SMC had received a cumulative total of twenty-five foreign market FTIRs.

In August 2014, SMC investigated the hardness and shape of the tappet and was unable to reproduce the reported malfunctions. As of August 2014, SMC had received a cumulative total of thirty-three foreign market FTIRs.

In November 2015, SMC found that the existence of contamination can accelerate the wear of the tappet, and judged that contamination from the partition board used for storage may have entered the cylinder head assemblies. SMC also confirmed that the material change of the tappet was sufficiently robust to resist wear due to contamination. As of November 2015, SMC had received a cumulative total of fifty-one foreign market FTIRs.

On December 11, 2015, SMC decided to conduct a safety-related recall to address the issue.

Description of Remedy :

Description of Remedy Program : For motorcycles with odometer readings of 2500 miles or greater, dealers will inspect the tappet clearances and will replace the tappets and camshafts if tappets clearances are greater than the specification. For motorcycles with odometer readings of less than 2500 miles, dealers will replace the tappets and camshafts, because the tappet clearances may be within the specification at low mileage even if there is abnormal wear.

Attached is a copy of Suzuki Motor of America's plan for reimbursing owners who incurred costs for remedies of the reported defect in advance of recall notification.

How Remedy Component Differs from Recalled Component : The remedy tappets incorporate the material change introduced in February 2014.

Identify How/When Recall Condition was Corrected in Production : Improved tappets were used in production starting in February 2014.

Recall Schedule :

Description of Recall Schedule : The recall will be conducted by the following authorized Suzuki motorcycle distributors in the U.S.: Suzuki Motor of America, Inc. - continental U.S.; Montgomery Motors, Ltd. - Hawaii.

Planned Dealer Notification Date : JAN 25, 2016 - JAN 25, 2016

Planned Owner Notification Date : FEB 01, 2016 - FEB 01, 2016

* NR - Not Reported