

## Chronology of Principal Events

In October 2010, Suzuki Motor Corporation (SMC) received a Field Technical Information Report (FTIR) from its Indonesian distributor concerning a no-start condition caused by a discharged battery.

In January 2011, SMC examined the collected rectifier from the Indonesian motorcycle and found that the resin part of the rectifier was deformed by heat. SMC judged that the problem was likely due to the exposure to high temperature conditions and decided to monitor information from the field.

In August 2011, SMC conducted further investigation in response to an increasing number of incidents. SMC was able to find weakened adhesion between the power module and aluminum case and judged that the weakened adhesion was likely due to severe usage conditions such as maintaining a high engine speed.

In December 2011, SMC was able to reproduce weakened adhesion caused by exposure of the power module to high humidity conditions. In February 2012, SMC made a process change that involved storing the power modules in a humidity-controlled environment until the time of rectifier assembly.

In November 2012, due to the increasing number of incidents involving rectifiers that were not stored in a humidity-controlled environment, SMC discussed the possible cause of the incidents. SMC judged that the incidents were likely caused by improper maintenance and usage under extreme conditions such as maintaining high engine speed without riding to charge the battery.

In November 2014, SMC investigated how the rectifiers that were not stored in a humidity-controlled environment could be exposed to high temperature, resulting in a malfunction. During this investigation, SMC learned that some Japanese dealers were performing a Pre-Delivery Inspection (PDI) that involved long-term idling followed by high engine speed operation without sufficient cooling air. SMC investigated the correlation between the temperature reached during the improper PDI and the allowable temperature that would not result in adhesion failure of a rectifier with a power module that had been exposed to high humidity conditions.

In April 2015, SMC investigated affected models to compare the observed rectifier temperature with the allowable temperature that would not result in adhesion failure under several conditions. SMC decided to conduct a safety recall in Japan for one model.

In September 2015, SMC noticed that the number of incidents in the field for non-recalled models was increasing. SMC decided to re-evaluate the allowable temperature that would not result in adhesion failure of a rectifier with a power module that had been exposed to high humidity conditions.

## Suzuki Part 573 Report Chronology

In December 2015, SMC evaluated a variety of adhesion effects and decided an allowable temperature. SMC investigated affected models and found that the rectifier temperature of several models could exceed the allowable temperature.

On January 9, 2016, SMC decided to conduct a safety recall to address the issue. As of January 2016, SMC had received more than 200 FTIRs from markets outside the U.S. and one FTIR from the U.S. market.