

## Chronology of Principal Events

June – Sept., 2018	<p>Suzuki Motor Corporation (SMC) received three Field Technical Information Reports (FTIRs) from its Japanese distributors concerning incidents of the movable driven face of the Continuously Variable Transmission (CVT) of UH200 scooters fracturing while riding.</p> <p>SMC inspected the collected parts from the reported incidents (the parts from one of the incidents was not inspected until October 2018) and found that the fractures started from the movable driven face attachment rivet holes. SMC also contacted the supplier of the movable driven face in China. The supplier reported that a design change was made in April 2016 and that a very few movable driven face assemblies produced before this time may have been mixed in with assemblies supplied for 2018 and 2019 model year scooter production. SMC tentatively concluded that the fractures may be related to the use of parts produced before the 2016 design change. (As described below, SMC later re-examined the incident parts and was able to determine that all of the incident parts were produced after the 2016 change was implemented.)</p> <p>SMC decided to monitor the situation.</p>
Oct., 2018	<p>SMC received three additional FTIRs.</p> <p>SMC inspected the collected parts from one of the incidents and found that the movable driven face was produced after the 2016 design change. SMC found looseness between the rivets and the top of the rivet holes. The diameter of the top of the rivet holes was larger than the diameter specified in the design drawing, but SMC was unable to judge whether the larger diameter was related to the movable driven face fracture.</p>
Nov., 2018 – Jan. 2019	<p>SMC reinvestigated the records of the manufacturing process of the supplier in China and found that the supplier had increased the diameter of the top of the rivet holes starting on June 5, 2017. SMC conducted durability testing with the component produced after June 5, 2017 but could not reproduce the fracture. As of the end of January, 2019, SMC had received a total of 12 FTIRs.</p>

March, 2019 – April, 2019	SMC visited the supplier in China to gather further information. The supplier told SMC that their previous report about possibly supplying some movable driven face assemblies that were produced before the April 2016 design change, for 2018 and 2019 model year scooter production, was incorrect. SMC re-inspected the collected incident parts and confirmed that they were all produced after the April 2016 change. After learning this information, SMC again conducted stress analysis and reproduction testing with parts having the larger diameter at the top of the rivet holes and was able to confirm that fractures could occur due to concentration of stress at the top of the rivet holes when there is looseness between the rivets and the top of the rivet holes. As of the end of this time period, SMC had received a total of 22 FTIRs, mostly from its Japanese distributors.
May 9, 2019	SMC decided to make a defect determination.