

June 4, 2008

DET-08-057

08V-251  
(4 Pages)

Mr. Daniel C. Smith  
Associate Administrator for Enforcement - NEF-01  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
West Building  
Washington, DC 20590

Subject: Part 573 Defect Information Report  
MY 2006 – 2007 Isuzu NPR/NQR and GMC/Chevrolet W3500/4500 with Diesel Engine  
Fuel Supply Pump

Dear Mr. Smith:

On behalf of Isuzu Motors Limited, Japan ("Isuzu Motors"), Isuzu Manufacturing Services of America, Inc. (collectively, "Isuzu") hereby submits this report pursuant to 49 CFR part 573.

573.6 (c)(1)

Manufacturer: Isuzu Motors Limited  
6-26-1, Minami-oi, Shinagawa-ku,  
Tokyo, 140-8722, Japan

U.S. Liaison Office: Isuzu Manufacturing Services of America, Inc.  
46401 Commerce Center Drive  
Plymouth, Michigan 48170

U.S. Sales Company: Isuzu Commercial Truck of America, Inc.  
13340 183<sup>rd</sup> Street,  
Cerritos, California 90702

573.6 (c)(2), (3) and (4):

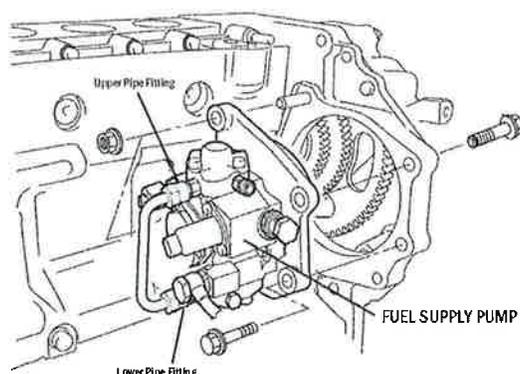
The information as it relates to the Isuzu vehicles included in this campaign is set forth in Attachment 1. The defect described in this report is contained in the fuel pump, which was supplied to Isuzu by Denso Corporation, 1-1, Showa-cho, Kariya-shi, Aichi-ken 448-8661, Japan, Tel +81-566-25-5511

573.6 (c)(5):

Summary: Diesel fuel may seep or leak from the fuel pipe at the upper or lower fuel port on the diesel fuel supply pump.

Detailed description:

The diesel fuel supply pump has a fuel pipe that connects the upper and lower fuel ports on the pump.



The design of the fuel pipe was changed by the fuel pump supplier beginning with June 2006 production. At that time, the pipe's outer diameter was changed from Ø8 mm to Ø6.35 mm. Because the outer diameter of the pipe changed, the end shape of the pipe also apparently had to be changed due to manufacturability of the end. Isuzu has since learned that this new end shape was more sensitive to assembly variation than the previous design.

It was found that during the pump assembly process, when the upper or lower port was tightened to the proper torque first (without any hand tightening process to both ports) the fuel pipe slightly shifted, which in turn caused a gap between the fuel pipe and pump body at the other fuel port. When the other port was tightened in this condition, the pipe end was subject to being misaligned into the port causing a deformation to the fuel pipe sealing surface or fuel port sealing surface. In the instances where such misalignment occurred, the port would not seal correctly and diesel fuel seepage or leakage could occur.

In the corrected assembly process, when the fuel pipe is assembled with hand tightening at both ports prior to proper torque being applied, the pipe's sealing surface is properly aligned and seated in the fuel supply pump port.

#### 573.6 (c)(6):

On September 4, 2006, in Japan, an Isuzu Motors dealer serviced a vehicle with its Malfunction Indicator Lamp (MIL) illuminated. The customer had complained of poor engine power. The dealer reported some diesel fuel leakage at the fuel supply pump area at high engine revolution. Over the next couple of months, Isuzu Motors and its supplier began an investigation, examined some additional returned parts and found some evidence of seepage or leakage at the fuel pipe connection port on the diesel fuel supply pump; the cause, however, could not be immediately identified.

Isuzu Motors learned that the fuel pump supplier made a design change to the fuel pipe and fuel ports on the diesel fuel supply pump in June 2006. Isuzu Motors learned further that on December 15, 2006, after recognizing that the problem had arisen after the June 2006 design change and concluding that the problem was rooted in the fuel pump assembly process, the fuel pump supplier changed the fuel pipe tightening process to remove the possibility of improper tightening.

At that time, Isuzu Motors and its supplier did not believe that the fuel pump assembly process control was the only cause of the diesel fuel leakage issues in the field. Therefore, Isuzu Motors and its supplier continued the investigation. However, no other cause for the diesel fuel leakage was identified and, in retrospect, it appeared that the issue was satisfactorily resolved by the assembly process control improvements that were instituted in December 2006 by the supplier.

As a result of this investigation and analysis, Isuzu Motors Limited decided to conduct a recall campaign on May 28, 2008 (in both the U.S. and Japan). Based on review of supplier shipping records, Isuzu Motors Limited has determined that the recall should include vehicles built through March 7, 2007, because the fuel pumps built prior to the implementation of the assembly process change (December 15, 2006) would have been exhausted from inventory for installation in completed vehicles by that date.

At approximately the same time, Isuzu Motors Limited decided to issue a foreign recall campaign notice to NHTSA for the Isuzu F-Series vehicles sold in Japan only. The Isuzu F-series vehicles sold in Japan are included in the recall there because such vehicles used the same fuel supply pumps with which the subject N-series trucks are equipped. The "substantially similar vehicles" sold in the U.S., however, as the Isuzu F-Series and General Motors T-Series are assembled in the U.S. and utilize a different fuel supply pump. These models are therefore not susceptible to this condition.

573.6 (c)(8):

All vehicles will be inspected for the reported condition. If no seepage or leakage is detected, the fuel pipe fittings will be tightened to the improved torque specification of 30 N-m. If seepage or leakage is detected, the fuel supply pump will be replaced with a new one.

Reimbursement

Isuzu does not plan to notify owners about reimbursement because all involved vehicles are within new vehicle warranty coverage.

573.6 (c)(9) and (10):

Copies of a draft campaign service bulletin and a draft owner letter will be forwarded to NHTSA as soon as possible. It is presently anticipated that customer notification will begin on or about June 30, 2008.

If you have any questions or require additional information, please contact me at 734-582-9262 or Scott Crafard of my staff at 734-582-9250.

Sincerely,



Jeffery A. Marsee  
Chief Representative  
Emission and Safety  
Isuzu Manufacturing Service of America, Inc.

Attachments

Attachment 1

573.6 (c)(2), (3) and (4):

Vehicles Potentially Affected by Make, Model and Model Year plus Inclusive Data of Manufacture

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES		OTHER DESCRIPTION INFORMATION TO PROPERLY IDENTIFY VEHICLES	ESTIMATED NUMBER WITH CONDITION
				FROM	TO		
Isuzu	NPR/NQR	06-07MY	11,123	Jun. 20, 2006	Mar. 7, 2007	N/A	unknown
GMC	W3500/4500	06-07MY	4,113	Jun. 20, 2006	Mar. 7, 2007	N/A	unknown
Chevrolet	W3500/4500	06-07MY	1,623	Jun. 20, 2006	Mar. 7, 2007	N/A	unknown
TOTAL			16,859				