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13V-206  
(4 pages) - Amended

**ISUZU**  
DET-13-182

Ms. Nancy Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Recall Management Division (NVS-215)  
Room: W48-203  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Subject: **13V206 Amendment** to Part 573 Defect Information Report;  
2013 Isuzu N-Series Vehicles Equipped with Automatic Transmission

Dear Ms. Lewis:

On behalf of Isuzu Motors Limited, Japan ("Isuzu Motors"), Isuzu Manufacturing Services of America, Inc. (collectively, "Isuzu") hereby submits this **amended** Defect Information Report pursuant to 49 CFR Part 573 involving certain MY 2013 Isuzu N-Series trucks equipped with an automatic transmission supplied by Aisin Seiki Co., Ltd.

The detailed information required by applicable portions of 49 CFR Part 573 is attached. If you have any questions, please contact me at 734-582-9262.

Sincerely,



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

Attachment

DEFECT INFORMATION REPORT

**573.6(c)(1):**

Manufacturer: Isuzu Motors Limited  
U.S. Distributor: Isuzu Commercial Truck of America, Inc. ("ICTA")

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

Subject vehicle information is provided in Attachment 1.

Component Supplier: Aisin Seiki Co., Ltd  
Component: Automatic Transmission Model A-465

**573.6(c)(5):**

Isuzu has learned that the transmission supplier implemented a manufacturing process change that influenced the shape of the groove in which the retaining ring is inserted on the forward clutch drum. The process change impacted two days of production. If the retaining ring dislodges while the vehicle is in motion, the vehicle may lose forward driving power and increase the risk of a crash.

**573.6(c)(6):**

In July, 2012, Isuzu received a warranty claim relating to a transmission failure. The component was returned from the servicing dealer to the supplier as part of the transmission warranty process. The supplier received three additional warranty returns in September, 2012, and conducted an investigation to identify the source of the failures. In November, 2012, the supplier informed Isuzu that the transmission failures may have been linked to a manufacturing change that had impacted two days of production (March 4 and 5, 2012). The manufacturing change had slightly modified the taper of the groove housing a retaining ring. The groove had been returned to its original shape on March 6, 2012. The supplier's investigation found no other reason accounting for the returned transmissions, but noted that each of the returned transmissions had been produced on March 4-5. Isuzu received eight additional warranty claims during November and December, 2012, and undertook an investigation to determine whether the failures were in fact linked to the tapering of the groove. Isuzu received the transmissions from the supplier, rebuilt the transmissions, conducted a field investigation to determine the vehicles in which potentially impacted transmissions had been installed, and simultaneously Isuzu developed protocols and conducted extensive testing in an effort to replicate the field failures. Although not initially able to do so, Isuzu was able to replicate the failure through further testing. Isuzu has received a total of sixteen reports of transmission failure potentially linked to this issue. In each instance, the driver was able safely to bring the vehicle to a stop. There have been no reports of crashes associated with this issue. Having replicated the failure through testing and confirmed the tapered groove as the source of the failures, Isuzu has decided to conduct a safety recall on May 13, 2013 to replace transmissions built on March 4 through 5, 2012 with tapered retaining ring grooves.

In July 2013, ICTA started receiving field reports indicating the possibility of a similar phenomenon outside of the original affected VINs. Those specific transmissions were replaced and returned to the supplier for further investigation.

The supplier's investigation revealed that the problem and cause were the same as in original recall and that its internal daily parts usage records could have been inaccurate. Therefore, in October 2013, the supplier advised Isuzu that there are potentially 1,161 transmissions that may be affected for the US market. Even though the parts were manufactured on March 4 and 5, 2012, the range of completed transmission assemblies built with possible defective parts spans from March 5, 2012 through April 5, 2012.

Isuzu investigated this matter further in order to match the affected transmission serial numbers to the actual additional vehicles (VINs) in which they had been installed. On November 15, 2013, Isuzu Motors decided to amend Recall No. 13V206 to include the additional vehicles.

**573.6(c)(8)(i):**

For all affected vehicles being recalled, the automatic transmission will be replaced with a new transmission at no charge to the vehicle owner.

There will be no need to offer reimbursement for the cost of prior repairs because all affected vehicles are still within the warranty period.

Isuzu plans to send the same owner notifications letters previously submitted to and approved by NHTSA, with minor changes to formatting as required by new regulatory requirements, to the additional owner population in January 2013.

**ATTACHMENT 1**  
**573.6 (c)(2),(3),(4)**

U.S. Vehicles Potentially Affected, by Make, Model, Model Year, and Date of Manufacture

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE DATES OF VEHICLE MANUFACTURING		VIN RANGE* (LAST 8 DIGITS)	ESTIMATE NUMBER WITH CONDITION
				FROM	TO		
Isuzu	NPR-HD NRR NQR	2013	1,161	March 8, 2012	August 2, 2012	D7001146 ~ D7002743 D7300408 ~ D7301421 D7900346 ~ D7901001	Less than 10 %
		TOTAL	1,161				

\* While all of the vehicles covered by this recall are within these VIN ranges, not all of the vehicles within these ranges are covered by this recall.