

Chronology of Principal Events

September, 2017	Suzuki Motor Corporation (SMC) received an initial report from its Japanese distributor indicating that fuel had leaked from the fuel pump mounting location of a DL650 motorcycle.
November, 2017	SMC conducted fuel leakage reproduction testing (air leakage testing) using collected parts (fuel tank, fuel pump O-ring). The leakage could not be reproduced.
December, 2017	<p>SMC conducted air leakage testing using the fuel pump O-ring collected from a second problem vehicle. Air leakage could not be detected under the conventional test conditions, but leakage was detected when the holding time was extended.</p> <p>SMC revised their internal procedure for conducting air leakage testing (to include an extended holding time) and instructed workers about the modified procedure.</p>
March, 2018	SMC collected a complete fuel tank/fuel pump assembly from another problem vehicle and was able to confirm leakage by conducting air leakage testing. SMC also conducted an X-ray CT scan and found that the fuel pump O-ring was twisted and fell down in three places.
April, 2018	<p>SMC judged that twisting of the fuel pump O-ring likely occurs when the fuel pump is preliminarily tightened to the fuel tank, and they decided to specify the preliminary tightening method and preliminary tightening torque.</p> <p>In order to prevent the O-ring from twisting, SMC decided to change the cross-section shape of the O-ring from a D-shaped cross-section to a round cross-section. SMC also decided to modify the fuel tank inner vessel by adding ribs to reduce backlash in the direction of rotation on the mounting surface when the fuel pump is assembled to the fuel tank.</p>
May, 2018	<p>SMC began using the preliminary tightening procedure that they had developed when assembling the fuel pump to the fuel tank.</p> <p>SMC received a Field Technical Information Report (FTIR) from Suzuki Motor of America, Inc. concerning fuel leakage from the fuel pump O-ring (this was the first report from the U.S. market)</p>
June, 2018	<p>SMC began incorporating countermeasure O-rings in vehicle assembly on June 1, 2018.</p> <p>In reviewing the situation, SMC judged that the number of instances of fuel leakage was small (a total of 12 FTIRs were received from</p>

	<p>worldwide distributors), there were no multiple occurrences, the amount of fuel leakage was minor, and the risk of fire was very low. SMC decided to continue to monitor the situation until there were more than 15 FTIRs based on Weibull analysis.</p> <p>SMC began using countermeasure fuel tank inner vessels in vehicle assembly on June 21, 2018</p>
July, 2018	<p>SMC resumed deliberations concerning this issue because the number of fuel leak occurrences exceeded the number of occurrences that SMC had predicted.</p>
September 27, 2018	<p>SMC decided to conduct a safety recall to address this issue. Because GSX-S750 and GSX-R1000/R motorcycles use the same fuel pump sealing structure as DL650A motorcycles, SMC decided to include these models in the recall to prevent possible future problems.</p>