## Safety Defect and Noncompliance Report Guide for *Vehicles*

## PART 573 Defect and Noncompliance Report

Date: 15 July 2014
This report serves as [insert reporting manufacturer@s name]@s notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a [insert as applicable: odefect related to motor vehicle safetyo or ononcompliance with Federal Motor Vehicle Safety Standardso] exists in certain [identify the vehicles at issue]. [Manufacturer] decided that this [insert odefecto or ononcompliance, of as applicable] existed in these vehicles on [insert date].
I. Manufacturer, Designated Agent, and Other Chain of Distribution Information
Manufacturer  s corporate name: Koenigsegg Auotmotive AB
Vehicle brand or trademark name owner(s) (where applicable):
Koenigsegg Agera
Designated Agent (imported vehicles):
Lance Tunick
If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):  TPMS system. BF1 Systems, Technical Centre, Owen Road, Diss, Norfolk, IP22 4ER, England
Tel: +44 (0)1379 646216 , Fax: +44 (0)1379 770029

this report should be directed:		
Gunner, jon@koenigsegg.se, +4	6 762 825499	
Manufacturerøs assigned camp	paign number (where applicable): EQ 14-007	
II. <u>I</u> d	dentification of the Recall Population and Its Size	
-	each group of vehicles subject to this notification. Additional e there are more than three groups subject to a notification.	
ake: Koenigsegg		
odel: Agera		
odel Year(s):MY13 clusive dates of manufacture (m	nonth and year):Dec2012	
·	· ·	
ody Style/Type (for non-passeng	ger cars):Convertable escribe these vehicles (e.g., VIN range,	
	escribe triese vericles (e.g., vilv range, ement for motorcycles, and number of	
assengers for buses): YT9KH1A20		
,		
otal number of these vehicles:1		
nai number of these vehicles:1		
vide the following information a	as to <u>all</u> the groups of vehicles: Grand total number of vehicles: 1	
The percentage of the recall ponocompliance: 1	opulation you estimate actually contain the defect or	

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):  We were informed of the possible non conformity from the supplier Bf1 Systems on April 14, 2014. We have only
ONE US spec vehicle with this system installed. We located the customer, who had temporarily moved to Europe are had taken the car with him. By the time we had located and made contact, he had already initiated the return of the vehicle to the US. We informed DOT of the situation on July 10, 2014 and explained that we would update the car
once it cleared customs, which is now underway.
Describe how the recall population is different from any similar vehicles not subject to this
notification:
We only have one US car delivered since 2011.
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III. <u>Description of the Defect or Noncompliance and Chronology of Events</u>
Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.
It has come to our attention that the TPMS supplied to Koenigsegg may not fully adhere to the US regulation
FMVSS No.138. It is the suppliers belief, which is supported by their US legal advisers, that the noncomplianc offers no safety risk.

Describe the cause(s) of the defect or noncompliance condition. The noncompliance only occurs when an incompatible wheel sensor, or no TPMS wheel sensor is fitted to a wheel on the car. For all other functionality, the system is fully compliant with the requirements. If the above instance occurs, the TPMS correctly detects the missing wheel sensor and illuminates the malfunction indicator as required. However, when the vehicle ignition is switched off and then switched back on after the specified five minute period, there is no immediate re-illumination of the malfunction indicator. This particular aspect of the TPMS is therefore not fully compliant with the U.S.A. requirements for the TPMS malfunction indicator pursuant to 49 C.F.R. § 571.138. However, it is important to note that the TPMS will detect the fault with the system during this second ignition cycle and activate the TPMS malfunction indicator, but will do so when the vehicle has been moving above 23mph for 40 seconds, not immediately when the ignition is switched on. As previously stated, this is the ONLY noncompliance of the TPMS, and all other behavior is as required. We have received no customer complaints relating to this behavior, field communications or reports of incidents or injuries relating to this behavior. A new version of TPMS ECU software which modifies the TPMS behavior to ensure full compliance has been released by the supplier, and this will be installed in the affected vehicle. This has been achieved by ensuring that the TPMS software now remembers if a system malfunction was present in the previous ignition cycle and then automatically activates the error (and the associated malfunction indicator) when the ECU is switched back on. The error is only cleared when the clear conditions have been seen.

Describe the safety consequence(s) of the defect or noncompliance condition.
Possible missing warning of low tyre pressure during special circumstances.
Identify any warning(s) that may precede the defect or noncompliance condition.
Low pressure warning will illuminate but will disappear after power off, under certain circumstances.
For defects, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.
No known events.
For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

## IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer¢s notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

July 09 ó Owner located and informed July 15 ó Vehicle update to rectify the issue planned. Koenigsegg will cover all costs.	
Provide the estimated date(s) on which owner and purchaser notifications will be issued and estimated date(s) for completion of those notifications.	the
July 09 ó Owner located and informed July 15 ó Planned rectification to be completed.	
Provide the estimated date(s) on which dealer and distributor notifications will be issued and estimated date(s) for completion of those notifications.	l the
No notifications will be issued as the owner of the one car has been located and informed.	
Clearly describe the distinguishing characteristics of the remedy component/assembly versus recalled component/assembly.	s the
New software release version.	

## \*\*\*\*\*\* IMPORTANT REMINDERS

A <u>DRAFT</u> version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.