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# CENTER FOR AUTO SAFETY

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August 21, 2014

The Honorable David J. Friedman  
Acting Administrator  
National Highway Traffic Safety Administration (NHTSA)  
1200 New Jersey Avenue SE, West Building  
Washington, D.C. 20590

## **PETITION FOR DEFECT INVESTIGATION**

Dear Administrator Friedman:

The Center for Auto Safety (CAS) hereby petitions the National Highway Traffic Safety Administration (NHTSA) to initiate a safety defect investigation into failures associated with the Totally Integrated Power Module (TIPM) installed in Chrysler SUV's, trucks, and vans beginning in the 2007 model year. Affected vehicle models include the Chrysler Grand Voyager, Chrysler Town & Country, Dodge Durango, Dodge Journey, Dodge Grand Caravan, Dodge Ram Cargo Van, Dodge Nitro, Dodge Ram 1500, Dodge Ram 2500, Dodge Ram 3500, Dodge Ram 4400/5500, Jeep Grand Cherokee, Jeep Liberty, and Jeep Wrangler.

Chrysler TIPM failures result in a variety of safety-related issues in multiple vehicle components, many of which have the potential for destructive results. The TIPM consists of a computer, electric relays, and fuses, and is responsible for distributing power throughout the entire vehicle. Not only do Chrysler's faulty TIPMs result in vehicle stalling, they have also been implicated in airbag non-deployment, random horn, headlight, taillight, door lock, instrument panel and windshield wiper activity, power windows going up and down on their own, failure of fuel pump shutoff resulting in unintended acceleration, and fires. CAS has received at least 70 complaints related to the Chrysler TIPM<sup>1</sup>, and there have been hundreds if not thousands of TIPM-related complaints filed with NHTSA. Complaints on Chrysler TIPMs are also flooding into other vehicle complaint websites. CarComplaints.com notes that TIPM complaints on 2011 Jeep Grand Cherokees are the number one most frequent complaint on their website, with 2011 Dodge Durango TIPM complaints coming in a close second.

Chrysler owners seeking relief of these conditions are currently being forced to pay for TIPM replacement, and wait weeks or months for the part to become available, due to incredible demand. In the interim, these owners remain at the mercy of a defect which many have likened to the vehicle being possessed and uncontrollable. A look at consumer complaints filed with CAS suggests a better name for the TIPM - Totally Inept Power Module:

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<sup>1</sup> [Attachment A](#) is a list of all TIPM-related complaints received by the Center for Auto Safety. Individual complaints may be retrieved by clicking the "View" link in each summary.

"The TIPM appears to be failing, the jeep has a mind of its own, wipers, washers and horn come on whenever they want, whether the key is in or not..power windows work when they want, dash lights go crazy when its having one of its seizures...dealer says they can change the TIPM for \$1000 but it may not solve the issue and their diagnostic did not reveal any issues with the TIPM." [REDACTED], 2008 Jeep Wrangler

"Horn blares, wipers start running while off, won't shift out of 1st gear, A/C blower stops working, engine cooling fan stops running, brake, reverse, and park lights flickering, locks lock and unlock on own fob won't work on them, power steering goes out, gauges go nuts, ruined my battery the last time it happened, happens regularly about every 2 to 3 weeks have found it is faulty TIPM that is always on backorder or has been since 10/2012 when I first had the problem occur" [REDACTED], 2008 Dodge Grand Caravan

"This is my second episode with my Nitro. When I was leaving work and getting ready to put my key in to unlock my door, the horn starting blowing, wipers, front and back, came on including the water spraying out, doors locking and unlocking, gate open and closing, lights going on and off. I then opened the door and started the engine and it continued to do the same thing. When I turned it off it was still doing the same. It was doing this for about 15-20 mins. until I had someone take off the battery cable. I had to get a tow truck, rent a car for 2 days. The shop put my truck on the computer and tested everything. From the computer it was all fine. They put a new battery in and made a new key phoebe. Everything has been fine until not even 2 wks later. I was at a red light with a car in front of me and the horn went off and wipers came on for about 2mins. now I have to take it back. The first time this happened I was driving at 55 mph was almost in a accident and had to pull off the road." [REDACTED], 2008 Dodge Nitro

"Radio system & lights, gauge lights, and turn signals cut off while in the middle of driving. AC/HEAT would not work. Vehicle had a hard time turning over to start. We were told it was because our battery was low. we replaced battery and all systems still periodically fail. Vehicle still fails to start sometimes." [REDACTED], 2010 Dodge Journey

Additionally, a survey of complaints related to Chrysler TIPMs suggest that a stall/no-start condition is most reported outcome of TIPM failure, leaving drivers without power in traffic and stranded for unknown periods of time before the vehicle regains the capacity to be started. Even in the absence of bizarre behavior attributed to faulty TIPMs in these vehicles, the presence of stalling should itself be sufficient to support a recall. Over 300 safety recalls for stalling have occurred under the Safety Act.<sup>2</sup>

In the 1970's, NHTSA litigated a series of defect cases in the federal courts that established loss of vehicle power on the road as a safety defect. In U.S. v. General Motors Corp., 413 F.Supp. 933 (D.D.C. 1976), Judge June Green ruled:

Even if this "defect" were not per se related to "motor vehicle safety", the uncontested facts of this case establish that fuel inlet plug failure results in several obvious and undeniable safety hazards. First, once the plug fails, the car "will stop running". The driver must then either

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<sup>2</sup> [Attachment B](#) is a compendium of 329 safety recalls from 1966 through 2013 for safety defects ranging from ignition switches to ignition modules to fuel pumps and other components that cause vehicle stalling. Excluded from this list are recalls due to catastrophic engine failure.

abandon his vehicle in the midst of oncoming traffic or, if he can, pull over to the side of the road. Both situations are dangerous.

In U.S. v. Ford Motor Co., 453 F. Supp. 1240 (D.D.C 1978), Judge John L. Smith, Jr. reached a similar conclusion in finding vehicles stopping on the road due to windshield wiper failure was a safety defect.

At least two prior safety recalls have dealt with safety defects in the subject Chrysler TIPMs. In July of 2007, Chrysler filed a Part 573 for recall 07V-291, which addressed stalling problems in 2007 Jeep Wrangler and Dodge Nitro vehicles. In that recall, the TIPM was programmed with software that allowed engines to stall due to a TIPM reset timing error. In July of 2013, Chrysler filed a Part 573 for recall 13V-282, which sought to address airbag non-deployment in a number of Chrysler vehicles including the 2012 Jeep Liberty. TIPM reprogramming was required in a portion of the affected vehicle population.

Unfortunately, neither of these recalls was sufficient to address the TIPM problem throughout Chrysler's fleet, instead focusing on a highly limited set of vehicles and circumstances. The actual TIPM problem is far broader, as evidenced by the [recent filing of a class action lawsuit](#) in US District Court, [REDACTED] et al vs. Chrysler LLC, incorporated herein by reference, covering fifteen different Chrysler models over a number of model years. Given the number and range of complaints related to Chrysler TIPMs, it is time for NHTSA to formally investigate TIPM failures across the board in 2007 and later models.

Sincerely,

A handwritten signature in black ink, appearing to read 'm/brooks', is written over a light gray rectangular background.

Michael Brooks  
Staff Attorney

<a href="#">View</a>	Jeep Wrangler	2014 18 Apr 2014
<a href="#">View</a>	Jeep Wrangler	2008 09 Jul 2014
<a href="#">View</a>	Jeep Wrangler	2008 26 Jun 2014
<a href="#">View</a>	Jeep Liberty	2012 30 Jul 2014
<a href="#">View</a>	Dodge Durango	2011 14 Aug 2014
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**Alfa Romeo, Inc.**

NHTSA ID No.: 72-0062

Date of Company Notification: 02-14-72

Make: Alfa Romeo

Model: Spider 105.62, G.T.V. 105.51, Berlina 105.71

Model Year: 1971

Number of Vehicles: 2,552

During assembly of fuse holder spring cup, which is secured to fusebox by hollow rivet, rivet was incorrectly installed. This could result in total loss of electric power. (Correct by inspecting and installing R & R fusebox with solid rivet.)

NHTSA ID No.: 80V-164

Date of Company Notification: 12-5-80

Make: Alfa Romeo

Model: Spider Veloce

Model Year: 1977-79

Number of Vehicles: 6,412

Mfg. Campaign No. 13. Fuel Pump. DOM—5/77-7/79. Under adverse conditions or high loads such as trailer towing or motor sports events combined with low levels of fuel, may experience lack of power and stalling may occur. Correct by inspecting and replacing fuel pump and related hardware with new pump kit.

NHTSA ID No.: 82V-052

Date of Company Notification: 06-28-82

Make: Alfa Romeo

Model: Spider

Model Year: 1977-80

Number of Vehicles: 8562

Mfg. Campaign No. 2101/55. Fuel Pump misalignment. If vehicle is engaged in high load events in combination with low fuel supply, vehicle could lose power and engine may stall.

**AM General Corp.**

NHTSA ID No.: 78V-147

Date of Company Notification: 6-15-78

Make: AM General

Model: DJ-5C

Model Year: 1974

Model: DJ-5D

Model Year: 1975

Model: Lone-fourth ton postal vehicles

Model Year: 1976

Number of Vehicles: 19,607

Mfg. Campaign No. NR. Ignition 1/4 ton postal vehicles. Vehicles with two-wire connectors may fail to allow current flow needed to support electronic control of engine ignition. Ignition interruption may cause hesitation and stalling. Correct by inspecting and installing new connections.

NHTSA ID No.: 94V-162

Date of Company Notification: 09-01-94

Make: Hummer

Model Year: 1992-93

Number of Vehicles: 1,300

Fuel system/FMVSS 301. DOM—7/92-8/93. Passenger compartment is separated from engine compartment by insulated engine cover. On vehicles with 6.2 liter diesel engines, insulation inside this cover can rub against fuel return hose resulting in fuel leak. Additionally, wiring harness also can wear through and interrupt electrical operations, including fuel pump. Fuel leaking inside engine compartment can result in fire. Failure of electric fuel pump can cause poor performance and possible stalling. This could create road hazard and result in accident. Correct by replacing rubber fuel line hose with steel lines and route line to provide one inch of clearance to cover. Also, wiring harness cover will be replaced and wiring re-routed to gain sufficient clearance.

NHTSA ID No.: 94V-164

Date of Company Notification: 09-01-94

Make: Hummer

Model Year: 1992-94

Number of Vehicles: 2,300

Engine. DOM—7/92-6/30/94. On vehicles with 6.2-liter or 6.5-liter diesel engines, oil pressure switch which controls power to electric fuel pump can fail. Failure is due to missing rubber seal between switch and wiring harness. missing seal allows contaminants to enter switch causing it to fail in open or closed position. If switch fails in closed position, pump will continue to run when engine is off, draining battery. If failure occurs in open position, stalling can occur. Correct by inspecting for seal. If seal is missing, replace switch and install new seal.

**American Honda Motor Co., Inc.**

NHTSA ID No.: 79V-273

Date of Company Notification: 12-21-79

Make: Honda

Model: CB750A

Model Year: 1977-78

Number of Vehicles: 15,529

Mfg. Campaign No. NR. Electrical. DOM – NR. Motorcycles. Main fuse holder contact spring force may be too low, which can result in increased electrical resistance which could cause fuse failure. If main fuse fails, loss of all electrical functions will occur. This loss could affect rider's ability to control vehicle and vehicle crash could result. Correct by inspecting and installing new design fuse box which has higher contact spring force.

NHTSA ID No.: 83V-130

Date of Company Notification: 12-6-83

Make: Honda

Model: Accord

Model Year: 1984

Number of Vehicles: 47,253

Mfg. Campaign No. (N/A)—Electrical/Voltage Regulator. DOM—8/83-11/83. Cars may contain errors which may have caused failures of integrated circuit which could lead to overcharging condition. Continued operation will damage battery and cause sudden loss of all electrical power. Correct by inspecting and, if necessary, replacing voltage regulator.

NHTSA ID No.: 84V-067

Date of Company Notification: 5-25-84

Make: Honda

Model: GL1200

Model Year: 1984

Number of Vehicles: 28,750

Mfg. Campaign No. (N/A) – Ignition Switch. DOM – 5/83-5/84. Motorcycles. Motorcycles may experience interference between ignition switch wire harness and switch cover. This may cause cover to loosen, resulting in poor connection and loss of all electrical functions without warning and may result in accident. Correct by inspecting and replacing ignition switch wire harness and switch cover; also, adding stay cover to prevent loosening.

NHTSA ID No.: 95V-128

Date of Company Notification: 6-26-95

Make: Honda

Model: Aspencade, Interstate, ST110

Model Year: 1991-93

Model: GL1500

Model Year: 1988-90

Model: GL1500SE

Model Year: 1990-93

Model: ST1100A

Model Year: 1992-93

Number of vehicles: 54,388

Fuel system. DOM - 07/87-04/93. On motorcycles with bank angle sensor designed to shut off fuel pump and engine electrical power when motorcycle turns over or falls down, sensor's plastic case material can leak allowing sensor to shut off engine unexpectedly during abrupt turns or when riding over bumpy surfaces. Sudden loss of engine power, especially while turning, can cause vehicle crash. Correct by replacing bank angle sensor.

NHTSA ID No.: 97V-034.002

Date of Company Notification: 03-04-97

Make: Honda

Model: Passport

Model Year: 1994-95

Number of Vehicles: 107,908

Mfg. Campaign No. 97-026 – Electrical. DOM - 07/94-10/94. integrated circuit in voltage regulator can contain manufacturing defects which cause excessive electrical charging of vehicle's alternator, resulting in engine control malfunction, and/or eventual engine stall. Correct by replacing voltage regulator.

NHTSA ID No.: 98V-170.002

Date of Company Notification: 07-23-98

Make: Honda

Model: Passport

Model Year: 1998

Number of Vehicles: 16,838

Mfg. Campaign No. (N/A) -- Electronic controls. DOM: 9/97 - 2/98. Ground connection terminal was not properly crimped in supplier's engine wiring harness manufacturing line which can leave impression on terminal that will eventually cause stress fracture. If terminal is fractured, powertrain control module (PCM) can receive erroneous signal indicating high vehicle speed, causing PCM to cut off fuel, causing 'no-start' condition, or engine stall. Correct by replacing wiring harness.

NHTSA ID No.: 01V-133

Date of Company Notification: 04-19-01

Make: Honda

Model: GL1800

Model Year: 2001

Number of Vehicles: 8,107

Mfg. Campaign No. (N/A)—Crankshaft. DOM: 10/00-3/01. Crankshaft pulse rotor used for ignition timing, fails and causes engine to stall. Sudden loss of engine power can lead to crashes. Correct by installing redesigned pulse rotor.

NHTSA ID No.: 01V-162

Date of Company Notification: 05-07-01

Make: Honda

Model: GL1800

Model Year: 2001

Number of Vehicles: 6,662

Mfg. Campaign No. (N/A)—Engine. DOM: 10/00-2/01. Engine stop switch is sensitive to accidental contact, or strong jolting such as hitting pothole or riding over railroad tracks, causing engine to cut out momentarily or even shut off. Correct by installing contact plate, e-clip, and 2 contact plate springs.

NHTSA ID No.: 01V-183

Date of Company Notification: 06-6-01

Make: Honda

Model: Civic

Model Year: 2001

Number of Vehicles: 56,269

Mfg. Campaign No. (N/A)—Fuel pump. DOM: 8/00-2/01. Water was left in some fuel pump electrical connectors after testing which causes fuel pump failure due to corrosion. If pump stops working, engine will stall without warning. Correct by inspecting fuel pump and replacing corroded ones.

NHTSA ID No.: 02V-120

Date of Company Notification: 05-13-02

Make: Acura

Model: CL, TL

Make: Honda

Model: Accord, Civic, CR-V, Odyssey, Prelude

Model Year: 1997-00

Number of Vehicles: 1,000,000

Mfg. Campaign No. (N/A) – Ignition switch. DOM: N/A. Electrical contacts in ignition switch can degrade due to high electrical current that passes through switch when vehicle is started. Worn contacts could cause engine to stall. Correct by replacing ignition switch.

NHTSA ID No.: 02V-340

Date of Company Notification: 12-23-02

Make: Honda

Model: Goldwing

Model Year: 2002-03

Number of Vehicles: 660

Mfg. Campaign No. (N/A)-Engine. DOM-4/16/02-5/3/02. Bank angle sensors designed to shut off fuel pump and engine electrical power in event motorcycle falls over were installed using wrong size screws, allowing screws to detach from mounting points. Sensor detachment causes engine to stop unexpectedly. Correct by inspecting mounting screw size and installing screws of correct size.

NHTSA ID No.: 04V-549

Date of Company Notification: 11-19-04

Make: Honda

Model: ST1300, ST1300A

Model Year: 2003

Number of Vehicles: 2,185

Mfg. Campaign No. P53–Wiring harness. DOM: 1/02-8/03. Wiring harnesses connector can contact and chafe against fuel tank, causing short circuit and blowing ignition system fuse. Engine stalls without warning. Correct by inspecting wire harness connector position for damage. If damage is found, replace necessary parts. If no damage is found, reposition connector with adequate clearance.

NHTSA ID No.: 04V-568

Date of Company Notification: 12-06-04

Make: Honda

Model: ST1300, ST1300A

Model Year: 2003-04

Number of Vehicles: 4,345

Mfg. Campaign No. (N/A)–Wiring harness. DOM: 1/02-4/04. Main wire harness has incorrectly assembled ground distribution connector. Electrical circuits can overheat and short, including fuel pump. If fuel pump stops working, engine will stall without warning. Correct by inspecting ground distribution connector for overheating damage. If damage is found, wire harness will be replaced. If no damage is found, connectors will be assembled properly.

NHTSA ID No.: 05V-132

Date of Company Notification: 03-29-05

Make: Acura

Model: TL

Make: Honda

Model: Accord, Odyssey

Model Year: 2005

Number of Vehicles: 1,923

Mfg. Campaign No. P73 – Fuse Box. DOM: 11/04. Loose terminal in main fuse box may cause fuel pump to lose power. If fuel pump becomes inoperative, engine may not start. If fuel pump loses power while driving, engine could stall without warning resulting in crash. Correct by replacing entire fuse box.

NHTSA ID No.: 07V-034

Date of Company Notification: 02-08-07

Make: Honda

Model: Civic Hybrid

Model Year: 2006

Number of Vehicles: 31,123

Mfg. Campaign No. Q35 – Seat. DOM: 9/05-9/06. Parts of integrated motor assist system are located under metal cover behind rear seat-back. Over time weight of rear seat passengers may cause metal cover to come into contact with rubber cap covering electrical terminal. Rubber cap may get pinched, exposing electrical terminal which may come into contact with metal cover and result in electrical short that may blow fuse causing engine to stall, and result in crash. Correct by installing plastic cover attached to metal bracket over rubber cap.

NHTSA ID No.: 11V-004

Date of Company Notification: 01-06-11

Make: Honda

Model: Accord, CR-V

Model Year: 2010

Number of Vehicles: 2,277

Mfg. Campaign No. N/A - Wiring Harness. DOM: 10/09. Engine wiring harness connector may cause intermittent spark firing or engine to stall which could result in crash. Correct by inspecting and replacing ignition wiring harness connector.

NHTSA ID No.: 11V-101

Date of Company Notification: 02-16-11

Make: Honda

Model: Fit

Model Year: 2009-10

Number of Vehicles: 97,201

Mfg. Campaign No. R66 – Engine Valve Spring. DOM: 5/09-11/09. One or more of 4 engine spring assemblies on variable valve timing and lift electronic control (VTEC) system may fail and cause vehicle to stall resulting in crash. Correct by inspecting and replacing spring assemblies as necessary.

NHTSA ID No.: 11V-106

Date of Company Notification: 03-02-11

Make: Honda

Model: Civic

Model Year: 2006-07

Number of Vehicles: 36,656

Mfg. Campaign No. R69 – Voltage Converter. DOM: 9/05–11/06. Voltage converter that relays power from integrated motor assist (IMA) system to vehicle's electrical components may fail, causing headlights to turn off, engine to stall, and prevent vehicle from being restarted, resulting in crash. Correct by replacing voltage converter.

NHTSA ID No.: 11V-310

Date of Company Notification: 06-03-11

Make: Honda

Model: VT750

Model Year: 2010-11

Number of Vehicles: 3,020

Mfg. Campaign No. R80 – Bank Angle Sensor. DOM: 6/09–3/11. Bank angle sensor may be defective creating erroneous reading which could cause engine to stall and result in crash. Correct by replacing bank angle sensors.

NHTSA ID No.: 11V-395

Date of Company Notification: 08-04-11

Make: Honda

Model: Accord

Model Year: 2005-10

Model: CR-V

Model Year: 2007-10

Model: Element

Model Year: 2005-08

Number of Vehicles: 1,512,107

Mfg. Campaign No. R89 – Transmission. DOM: 7/04-1/10. Outer race of secondary shaft bearing may be broken during driving styles. broken outer race may cause abnormal noise, malfunction indicator light to turn on, and allow contact between transmission idle gear and electronic sensor housing within transmission. This could result in short circuit causing engine to stall. Broken pieces of outer race or ball bearing from secondary shaft may become lodged in parking pawl resulting in vehicle rolling after driver has placed gear selector in park position. Engine stall and unexpected vehicle movement increases risk of crash or personal injury to persons within path of rolling vehicle. Correct by updating automatic transmission control module software.

NHTSA ID No.: 13V-093

Date of Company Notification: 03-15-13

Make: Acura

Model: TSX

Model Year: 2004-08

Number of Vehicles: 76,253

Mfg. Campaign No. S86 – Electronic Control Unit. DOM: 2/03-1/08. In states that use corrosive materials for deicing, driver's footwear may bring in materials that saturate vehicle's carpeting, which is in contact with vehicle's engine electronic control unit (ecu). Ecu case may experience rust or corrosion which may cause engine to stall, resulting in crash. Recall is limited to vehicles currently registered or originally sold in CT, DE, DC, IL, IN, IA, KY, ME, MD, MA, MI, MN, MO, NH, NJ, NY, OH, PA, RI, VT, VA, WV, WI. Correct by inspecting and replacing any damaged ecu and by installing waterproof cover onto ecu.

**American Motors Corp.**

NHTSA ID No.: 78V-048

Date of Company Notification: 8-1-78

Make: American Motors

Model: Gremlin

Model Year: 1974

Model: Hornet

Model Year: 1975

Model: Pacer, Matador

Model Year: 1976

Number of Vehicles: 411,333

Mfg. Campaign No. NR. Ignition. Vehicles built with two-wire connectors may fail to allow current flow needed to support electronic control of engine ignition. Ignition interruption will cause hesitation and engine stalling. Correct by inspecting and installing new type connectors.

NHTSA ID No.: 78V-065

Date of Company Notification: 3-27-78

Make: American Motors

Model: CJ-5, CJ-6, CJ-7

Model Year: 1975

Model: Cherokee Wagoneer

Model Year: 1976

Number of Vehicles: 102,398

Mfg. Campaign No. NR. Ignition. Vehicles built with two-wire connectors may fail to allow current flow needed to support electronic control of engine ignition. Ignition interruption could cause hesitation and engine stalling. Correct by inspecting and installing new type connectors.

**Aprilia USA, Inc.**

NHTSA ID No.: 08V-306

Date of Company Notification: 07-09-08

Make: Aprilia

Model: Tuono 1000 R, Tuono RSV 1000

Model Year: 2005-07

Number of Vehicles: 977

Mfg. Campaign No. N/A – Fuel Hose. DOM: 3/05-7/06. On motorcycle with Bitron spa fuel pump/fuel filters, fuel hose connecting fuel filter to fuel pump/fuel filter mounting flange may come

loose or completely disconnected with drop in, or loss of, fuel pressure to engine. Engine could stall resulting in crash. Correct by supplying dealers repair kits (length of fuel hose and two clamps) and replacing original parts on fuel pump/fuel filter component.

NHTSA ID No.: 08V-522

Date of Company Notification:

Make: Aprilia

Model: Scarabeo 500

Model Year: 2006-08

Number of Vehicles: 850

Mfg. Campaign No. N/A – Fuel Hose. DOM: N/A. On motorcycle with Bitron spa fuel pump/fuel filters, fuel hose connecting fuel filter to fuel pump/fuel filter mounting flange may come loose or completely disconnected with drop in, or loss of, fuel pressure to engine. Engine could stall resulting in crash. Correct by installing hose clamps to secure existing fuel hose at both ends to fuel pump and fuel filter.

NHTSA ID No.: 09V-033

Date of Company Notification: 01-29-09

Make: Aprilia

Model: Scarabeo 100

Model Year: 2008-09

Number of Vehicles: 740

Mfg. Campaign No. N/A – Emission Cannister. DOM: 7/07-7/08. Evaporative emission system has hoses connecting fuel tank to charcoal canister through which evaporative emission passes. Emission hoses to canister were pinched and/or crimped. In other cases hoses in and out of charcoal canister were installed backwards, roll over valve for fuel tank was installed incorrectly, and in other cases there was dirt in carburetor and still others had faulty float valves in carburetor. Engine may flood with fuel causing difficulty in starting and stalling. Fuel can leak from carburetor onto ground and result in fire. Correct by double checking installation of evaporative emission systems hoses and components to ensure there are no restrictions. Emission system hose will be re-routed and installation of one way valves as per approved re-routing instructions to ensure system is assembled and operating correctly.

NHTSA ID No.: 09V-034

Date of Company Notification: 01-30-09

Make: Aprilia

Model: Scarabeo 200

Model Year: 2008-09

Number of Vehicles: 1,260

Mfg. Campaign No. N/A – Carburetor. DOM: 2/08-9/08. Float level in float bowl of carburetor was not set correctly in production, dirt and varnish residue of dried gasoline not allowing float needle to seat correctly, and blockage of evaporative emission hoses that did not allow float bowl to vent correctly. Carburetor was not able to maintain correct or constant pressure in float bowl. Inconsistent pressure in float bowl would either push too much or not enough fuel to and through jets for any one throttle position which does not allow carburetor to correctly meter fuel to engine. Fuel flooding

engine, causing difficult in starting and poor performance including random stalling. Fuel could leak from carburetor onto ground and result in fire. Correct by re-connecting hoses to eliminate connection of emissions system to carburetor.

**Autocar, LLC**

NHTSA ID No.: 10V-363

Date of Company Notification: 08-04-10

Make: Autocar

Model: ACX

Model Year: 2008-09

Number of Vehicles: 2,184

Mfg. Campaign No. A-1003 – Ignition Relay. DOM: 11/07–8/10. Water intrusion in ignition relay may lead to corrosion, which may short-circuit relay causing part to fail. This could cause engine to shut down without warning or fail to start resulting in crash. Correct by repairing vehicle.

**Azure Dynamics Corp.**

NHTSA ID No.: 12V-095

Date of Company Notification: 03-06-12

Make: Azure Dynamics

Model: Balance Hybrid

Model Year: 2010-12

Number of Vehicles: 261

Mfg. Campaign No. 501331-FSA – Radiator Fan. DOM: N/A. On hybrid vehicles on Ford E-450 chassis, low temperature radiator fans can seize, fuse may blow, which will cause vehicle control unit to lose power which is on same circuit. Vehicle may stall and cannot be restarted, resulting in crash. Correct by upgrading wiring harnesses.

**Bennett Truck Equip.**

NHTSA ID No.: 83V-072

Date of Company Notification: 5-4-83

Make: Bennett

Model: Ambulance

Model Year: 1983

Number of Vehicles: 20

Mfg. Campaign No. Unknown. Electric Fuel Pump was improperly wired resulting in inadequate fuel output. Lack of sufficient fuel may cause engine to stall.

**Big Dog**

NHTSA ID No.: 05V-052

Date of Company Notification: 2-10-05

Make: Big Dog

Model: Chopper, Chopper DT, Mastiff, PitBull, RidgeBack

Model Year: 2005

Number of Vehicles: 1,586

Mfg. Campaign No. (N/A)-Electrical system. DOM: 8/04-2/05. Electronic component failure occurs

in electric harness control (EHC) module, resulting in total shut down of motorcycle's electrical power increasing risk of crash. Correct by adding resistor harness to eliminate susceptibility of component in electric harness control module to fail.

NHTSA ID No.: 06V-301

Date of Company Notification: 07-28-06

Make: Big Dog

Model: Bulldog

Model Year: 2005

Model: Chopper, Mastiff

Model Year: 2005-06

Number of Vehicles: 2,711

Mfg. Campaign No. N/A – Ignition Module. DOM: N/A. Ignition modules are oriented within battery tray in way that makes ignition module susceptible to vibration which contributes to stalling condition that could occur without any prior warning and result in crash. Correct by installing new ignition module mounting system.

NHTSA ID No.: 06V-305

Date of Company Notification: 07-28-06

Make: Big Dog

Model: Chopper DT, Bulldog, PitBull, RidgeBack

Model Year: 2005

Model: Chopper, Mastiff

Model Year: 2005-06

Model: K9

Model Year: 2006

Number of Vehicles: 2,101

Mfg. Campaign No. N/A -Electronic Control Module. DOM: N/A. Electronic harness control (EHC) module can fail resulting in total shut down of vehicle's electronic power. This could occur without any prior warning and result in crash. Correct by replacing EHC modules.

NHTSA ID No.: 07V-355

Date of Company Notification: 08-08-07

Make: Big Dog

Model: Bulldog

Model Year: 2007

Number of Vehicles: 281

Mfg. Campaign No. N/A – Tachometer Board. DOM: 4/06-6/07. Tachometer board may have been improperly installed and develop short circuit that could cause motorcycle to shut down without prior warning and result in crash. Correct by isolating tachometer board from housing.

### **Blue Bird Body Company**

NHTSA ID No.: 96V-198

Date of Company Notification: 10-10-96

Make: Blue Bird

Models: TC2000, Q-Bus

Model Year: 1996

Number of vehicles: 5

Power Train. DOM - 05/96-7/9/96. Oversized rotors were installed in powertrain drive motors in these buses. If oversized rotor becomes heated it may expand causing motor to become sluggish, stall, seize or fail completely.

NHTSA ID No.: 01V-191

Date of Company Notification: 06-11-01

Make: Blue Bird

Model: All American

Model Year: 1998-01

Model: Commercial, Series Q-Bus, TC2000

Model Year: 1996-01

Number of Vehicles: 5,631

Mfg. Campaign No. R01FF – Electrical system. DOM: (N/A). Some 12-volt power supply cable(s) are chaffed by hoses, harnesses, frame components, or clamps which can result in power failure and/or fire in engine compartment. Correct by inspecting and replacing cables as necessary.

NHTSA ID No.: 05V-062

Date of Company Notification: 02-22-05

Make: Blue Bird

Model: All American, Commercial Series, TC2000

Model Year: 1998-02

Number of Vehicles: 1998- 02

Number of Vehicles: 18,891

Mfg. Campaign No. R05JL–Fuel pump. DOM: (N/A). Fuel lift pump fails to transfer fuel appropriately creating engine stall condition. Correct by replacing fuel lift pump.

NHTSA ID No.: 05V-075

Date of Company Notification: 07-12-05

Make: Blue Bird

Model: Vision

Model Year: 2004-05

Number of Vehicles: 4,657

Mfg. Campaign No. R05JN-Electrical system. DOM: 6/03-2/05. Short occurs in crossing arm circuit or 8-way warning light circuit, causing heavy duty transistor w/built in circuit protect to trip, resulting in inadvertent engine shutdown. Correct by relocating circuits to separate circuit protected by circuit breaker.

NHTSA ID No.: 05V-382

Date of Company Notification: 07-12-05

Make: Blue Bird

Model: All American

Model Year: 2001-06

Model: TC2000

Model Year: 2001-05

Model: Vision

Model Year: 2004-06

Number of Vehicles: 5,863

Mfg. Campaign No. R05KA – Battery. DOM: 1/01-7/05. Buses have battery disconnect switch with connections that may be loose on battery switch studs such that bus can shut down while in operation and result in crash. Correct by instructing owners on how to repair switch.

## **BMW**

NHTSA ID No.: 78V-061

Date of Company Notification: 3-20-78

Make: BMW

Model: 320i, 320iA

Model Year: 1977-78

Number of Vehicles: 32,500

Mfg. Campaign No. NR. Fuel injector. High fuel flow rate in fuel system may, under conditions of extreme altitude and/or temperature, or fuel contamination, lead to formation of fuel vapor bubbles. This may result in engine running rough or even stalling. Correct by installing additional fuel pump in right side of fuel tank.

NHTSA ID No.: 79V-001

Date of Company Notification: 1-11-79

Make: BMW

Model: 320i, 320iA

Model Year: 1979

Number of Vehicles: 4,229

Mfg. Campaign No. NR. Fuel/injectors. DOM—10/1/78-12/12/78. Electrically operated fuel pump installed in fuel tank may have loose wiring connectors on fuel pump assembly which can result in interruption of current flow. This could result in improper fuel flow and lead to rough engine running and engine stalling. Correct by inspecting and replacing wiring connectors as required.

NHTSA ID No.: 92V-174

Date of Company Notification: 11-23-92

Make: BMW

Model: 525

Model Year: 1989

Number of Vehicles: 15,900

Electrical system. DOM: 8/88-6/89. 80-amp fusible link located in engine compartment can develop mechanical weakness due to aging and thermal stresses and can break. If fusible link breaks, total vehicle electrical system would be interrupted by open circuit. All electrical systems would be involved and engine would not start or would stop running. This could result in loss of power to vehicle without prior warning, loss of hazard warning lights, loss of lights at night and vehicle accident. Correct by rerouting electrical cables in engine compartment to reduce current flow through fusible link, and replace old fusible link.

NHTSA ID No.: 02V-150

Date of Company Notification: 05-30-02

Make: BMW

Model: 745i, 745Li

Model Year: 2002

Number of Vehicles: 8,412

Mfg. Campaign No. (N/A)–Fuel pump. DOM: N/A. Electric fuel pump runs at rotational speed that could result in reduced lubrication of its internal components. Over extended period, wear induced internal damage to fuel pump could result in insufficient fuel supply to engine when fuel tank contains one-third of less of maximum capacity, causing engine to stall. Correct by reprogramming fuel pump control system.

NHTSA ID No.: 03V-240

Date of Company Notification: 06-18-03

Make: BMW

Model: 745i, 745Li

Model Year: 2002-03

Number of Vehicles: 5,470

Mfg. Campaign No. (N/A)-Engine. DOM: 10/24/01-4/9/03. Software error causes desynchronization of valvetronic motors for engine banks I and II, resulting in rough running engine, engine light illumination, and stalling. Correct by reprogramming digital engine management control unit.

NHTSA ID No.: 04V-344

Date of Company Notification: 07-14-04

Make: BMW

Model: 5-Series, 6-Series, 7-Series, X5

Model Year: 2004

Number of Vehicles: 4,102

Mfg. Campaign No. (N/A)-Engine. DOM: 5/04-7/04. Digital engine management control (EMC) units were not produced according to specifications. Engine stalling will occur after short period of operation, and vehicle will not be able to restart. Also, loss of power steering and, after repeated actuation of brake pedal, loss of brake power assist will occur. Correct by installing new digital EMC unit.

NHTSA ID No.: 04V-402

Date of Company Notification: 7-30-04

Make: BMW

Model: X5

Model Year: 2004

Number of Vehicles: 297

Mfg. Campaign No. (N/A)–Fuel line. DOM: 4/04. In-tank fuel lines have been attached incorrectly, causing engine stalling, even though vehicle's fuel gauge indicates that fuel is present in tank. Correct by reattaching in-tank fuel lines according to specifications.

NHTSA ID No.: 04V-438

Date of Company Notification: 9-3-04

Make: BMW

Model: K1200LT

Model Year: 2005

Number of Vehicles: 380

Mfg. Campaign No. (N/A )- Anti-theft control. DOM: 1/04-3/04. At lower temperatures, wiring within anti-theft control unit presses against fuel pump relay. Fuel pump relay contacts open, interrupting fuel supply to engine, resulting in stalling. Correct by replacing anti-theft control unit.

NHTSA ID No.: 05V-082

Date of Company Notification: 2-21-05

Make: BMW

Model: R 1200 GS

Model Year: 2004

Number of Vehicles: 1160

Mfg. Campaign No. (N/A)–Fuel pump. DOM: 11/03-6/04. O-ring seal attached to fuel pump's electronic housing does not meet specifications and water can bypass this seal and contact pump electronics. Engine stalling, or failure to start, could occur without prior warning. Correct by replacing sealing ring and by replacing fuel pump electronic unit if it is corroded.

NHTSA ID No.: 07V-376

Date of Company Notification: 08-22-07

Make: BMW

Model: G650X Challenge, G650X Country, G650X Moto

Model Year: 2007

Number of Vehicles: 764

Mfg. Campaign No. N/A – Fuel Pump. DOM: 1/07-2/07. Fuel pump wiring set has not been manufactured according to specification. Contacts in plug for fuel pump can break. Fuel pump will fail and fuel delivery to engine would cease causing engine to stall resulting in crash. Correct by replacing fuel pump unit wiring set.

NHTSA ID No.: 07V-479

Date of Company Notification: 10-01-07

Make: BMW

Model: 550i, 650i

Model Year: 2006-07

Model: X5

Model Year: 2007

Number of Vehicles: 29,250

Mfg. Campaign No. N/A – Engine. DOM: 8/05–6/07. On vehicles with V8 engines, below freezing temperatures combined with low humidity may result in electrostatic discharge to occur at fuel rails. Engine electronic control unit (ECU) could be affected so that engine stalling could result with loss of vehicle speed and power steering resulting in crash. Correct by attaching two ground cables in engine compartment.

NHTSA ID No.: 08V-595

Date of Company Notification: 11-14-08

Make: BMW

Model: M3

Model Year: 2008-09

Number of Vehicles: 2,500

Mfg. Campaign No. N/A – ECM. DOM: 11/07-9/08. On vehicles with optional double clutch transmission, in situation of rapid vehicle deceleration, transmission software may perform multistage downshift. At low vehicle speeds, engine can stall resulting in crash. Correct by reprogramming engine and transmission electronic control unit with updated software.

NHTSA ID No.: 09V-319

Date of Company Notification: 08-07-09

Make: BMW

Model: R1200 GS

Model Year: 2006-08

Number of Vehicles: 4,839

Mfg. Campaign No. N/A – Fuel Pump. DOM: 8/06-1/08. Fuel pump control unit housing might be insufficiently sealed and water could intrude into control unit housing creating humid atmosphere. Fuel pump could corrode and fail causing inadequate fuel to reach engine and engine to stop running which could result in crash. Correct by replacing fuel pump control unit.

NHTSA ID No.: 09V-384

Date of Company Notification: 09-29-09

Make: BMW

Model: K1300 GT, K1300 S

Model Year: 2009

Number of Vehicles: 1,351

Mfg. Campaign No. N/A – Handlebar Switch. DOM: 10/08-5/09. Switches on handlebars for both direction indicator and emergency engine off/engine-start functions may fail. Directional indicator and/or emergency engine-off/start functions would be inoperative. Engine stalling could result in crash. Correct by replacing switches.

NHTSA ID No.: 09V-471

Date of Company Notification: 12-10-09

Make: BMW

Model: K1300 GT, K1300 S

Model Year: 2009-10

Number of Vehicles: 2,019

Mfg. Campaign No. N/A – Throttle Body. DOM: 9/08-11/09. Poor fuel quality may lead to small deposits within throttle bodies. During engine operation in low rpm range, typically near idle speed (when coming to stop) air flow could be sufficiently restricted and engine stalling could occur and result in crash. Correct by updating engine management software.

NHTSA ID No.: 09V-499

Date of Company Notification: 12-30-09

Make: BMW

Model: F 650 GS, F 800 GS

Model Year: 2008-10

Number of Vehicles: 4,498

Mfg. Campaign No. N/A – Emission Cannister. DOM: 1/08-12/09. During engine operation, vacuum is created in order to draw fresh air into canister which mixes with fuel vapors captured by canister, and is subsequently combusted. Due to routing of ventilation hose, water near end of hose could be drawn into charcoal canister. This could cause stalling and crash. Correct by inspecting and adding additional hose properly routed.

NHTSA ID No.: 10V-331

Date of Company Notification: 02-22-10

Make: BMW

Model: 5-Series Gran Turismo

Model Year: 2010-11

Number of Vehicles: 6,080

Mfg. Campaign No. N/A — Fuel Gauge. DOM: 1/10-7/10. Vehicle's fuel level sensor within fuel tank can become wedged against tank. Fuel gauge in instrument cluster would display more fuel than actually in tank. If tank became empty, vehicle could stall and crash. Correct by repairing.

NHTSA ID No.: 12V-475

Date of Company Notification: 09-28-12

Make: BMW

Model: M5, M6

Model Year: 2013

Number of Vehicles: 696

Mfg. Campaign No. N/A – Oil Pump. DOM: 7/12-9/12. Due to manufacturing process error, tolerance between engine oil pump's drive shaft and pump's rotor was not within specification. Pump's driveshaft could separate from rotor and lead to sudden loss of oil pressure causing complete engine failure, resulting in engine stall-like condition, and crash. Correct by replacing oil pump.

NHTSA ID No.: 13V-044

Date of Company Notification: 02-07-13

Make: BMW

Model: 128i, 135i

Model Year: 2008-12

Model: 328i, 335i

Model Year: 2007-11

Model: Z4

Model Year: 2009-11

Number of Vehicles: 516,791

Mfg. Campaign No. N/A – Battery. DOM: 3/07-10/11. Connector for positive battery cable connector and corresponding terminal on fuse box may degrade over time. High current flow and

heat from electrical resistance may lead to breakage of connection, and loss of electrical power to vehicle. If there is loss of electrical power to vehicle, vehicle may unexpectedly stall, resulting in crash. Correct by replacing positive battery cable connector and securing it with improved method.

NHTSA ID No.: 13V-526

Date of Company Notification: 10-25-13

Make: BMW

Model: K1600 GT, KK 1600GTL

Model Year: 2012

Number of Vehicles: 2,475

Mfg. Campaign No. N/A – Throttle Valve. DOM: 1/11-3/12. Incorrect throttle valve control signal may be received by engine control unit, limiting engine speed. As result of reduced engine speed, engine could stall, resulting in crash. Correct by update throttle control software.

**Bombardier Recreational Products Inc.**

NHTSA ID No.: 09V-473

Date of Company Notification: 12-14-09

Make: Can-Am

Model: Roadster Spyder RT

Model Year: 2010

Number of Vehicles: 108

Mfg. Campaign No. N/A – Ignition Switch. DOM: 10/09-10/09. Connector on key switch harness may not be locked and ignition switch harness may be routed too tight. Connector may unplug, vehicle stall without warning and crash. Correct by inspecting to ensure that connector is locked and that ignition switch harness is not routed too tight and repairing harness as needed.

**Buell Motorcycle Co.**

NHTSA ID No.: 99V-095

Date of Company Notification: 04-29-99

Make: Buell

Model: S1 Lightning

Model Year: 1996-98

Number of Vehicles: 3,878

Mfg. Campaign No. 0811—Battery cable. DOM: 1/95- 6/98. Motion of battery cable can lead to breakage of battery terminal and cause engine to stall or quit while in operation. Correct by replacing negative battery cable.

NHTSA ID No.: 99V-097

Date of Company Notification: 04-29-99

Make: Buell

Model: S1 Lightning

Model Year: 1996-98

Model: M2 Cyclone

Model: S3 Thunderbolt

Model Year: 1997-99

Model: S3T Thunderbolt

Model Year: 1997-98

Model: S1 White Lightning

Model Year: 1998

Model: X1 Lightning

Model Year: 1999

Number of Vehicles: 10,255

Mfg. Campaign No. 0813—Electrical. DOM 1/95-4/99. Sidestand switch could become inoperative, causing engine to stall or quit when riding. Correct by replacing sidestand switch.

NHTSA ID No.: 99V-134

Date of Company Notification: 05-24-99

Make: Buell

Model: X1 Lightning

Model Year: 1999

Number of Vehicles: 1,765

Mfg. Campaign No. 0812—Battery. DOM: N/A. Positive battery cable can contact battery carrier, resulting in stall/quit condition while driving. Correct by inspecting and correcting cable routing.

NHTSA ID No.: 99V-140

Date of Company Notification: 06-03-99

Make: Buell

Model: M2 Cyclone

Model Year: 1999

Number of Vehicles: 1,177

Mfg. Campaign No. 0815—Carburetor. DOM 1/98-4/99. Motorcycles have incorrect air cleaner component which could restrict air flow into float bowl of carburetor, causing fuel to overflow, and result in fire. This could also prevent sufficient fuel flow and could cause engine to misfire or stall. Correct by inspecting float bowl vent assembly for proper venting and correcting if necessary.

NHTSA ID No.: 04V-365

Date of Company Notification: 7-23-04

Make: Buell

Model: Blast

Model Year: 2004

Number of Vehicles: 656

Mfg. Campaign No. (N/A)—Fuel valve. DOM: 1/04-6/04. Valve designed to allow air to replace fuel in tank during operation malfunctions, starving engine for fuel, causing vehicle to shut down without warning. Correct by replacing vent valve.

NHTSA ID No.: 07V-026

Date of Company Notification: 01-24-07

Make: Buell

Model: XB12 X

Model Year: 2006-07

Number of Vehicles: 2,044

Mfg. Campaign No. 0839 – Bank Angle Sensor. DOM: 3/05–10/06. Motorcycles may have vibration at mounting location of bank angle sensor which, if combined with misrouting of wires that impinge on sensor or its pigtail, can compromise isolation of bank angle sensor. This creates false ‘tip’ signal and causes engine to quit running while being driven, and could result in crash. Correct by moving bank angle sensor from original location on battery tray to location on seat latch.

### **Carpenter Manufacturing**

NHTSA ID No.: 96V-168

Date of Company Notification: 9-6-96

Make: Crown Coach

Models: School Bus

Model Year: 1992

Number of vehicles: 101

Fuel Pump. DOM - 01/92-12/92. Incorrect electrical motor was installed on fuel pump that supplies fuel to engine. intermittent duty motors installed may overheat and result in thermal switch shut down of electrical motor. This may stop flow of fuel to bus engine and cause vehicle to stall.

### **Caterpillar**

NHTSA ID No.: 99E-023

Date of Company Notification: 07-8-99

Component: Engine

Model: C10, C12, 3406E

Number of Components: 826

Mfg. Campaign No. (N/A)— Engines. DOM: 12/98-6/99. When electronically fuel injected diesel engines are matched with Eaton 10 speed Auto Shift transmission, vehicles experience stall due to engine retarding below low idle. Steering boost and primary braking limited during stall. Correct by updating these engines with software changes.

NHTSA ID No.: 07E-024

Date of Company Notification: 04-03-07

Component: Engine

Model: C7

Number of Components: 33

Mfg. Campaign No. N/A – Electronic Control Module. DOM: N/A. Electronic control modules used on 6 cylinder, 7L turbocharged and air-to-air aftercooled diesel engines on Freightliner chassis may malfunction rendering engine inoperable without warning and render vehicle inoperable which could cause vehicle to stall at highway speeds. Steering and braking control would not be lost. Once engine becomes inoperable, it cannot be restarted which may result in crash. Correct by repairing engine.

### **Champion Home Builders Co.**

NHTSA ID No.: 77V-076

Date of Company Notification: 5-18-76

Make: Champion

Model: Concord Titan

Model Year: 1977

Number of Vehicles: 145

Motor homes. Bottom supports of battery compartment located under motor home were only tack-welded. In on-highway operation, compartment bottom may break loose allowing batteries to fall to ground where they can be run over by rear wheels possibly resulting in vehicle crash. In addition to loss of power to vehicle there is possibility of electrical fire. Correct by inspecting and completely rewelding bottom supports of battery compartment.

### **Chrysler Group LLC**

NHTSA ID No.: 73-0203

Date of Company Notification: 11-15-73

Make: Dodge

Model: RM 300

Make: Chrysler

Model: RM 350, RM 400

Model Year: 1973

Number of Vehicles: 31,412

On truck motor homes chassis with steering column tilt mechanism, two 8-way Electrical Disconnects joining Instrument Panel Wiring Harness to Steering Column Wiring Harness may be of inadequate length. two electrical disconnects may separate when tilt steering column is in its full rearward position. Separation of turn signal/hazard warning signal disconnect would result in inoperative turn signals and hazardous warning system. This is safety-related defect in view of FMVSS 108. In addition, separation of ignition circuit disconnect would result in loss of engine power or inability to start vehicle. Correct by inspecting and installing wiring extension where necessary.

NHTSA ID No.: 77V-201

Date of Company Notification: 11-10-77

Make: Plymouth

Model: Fury

Model Year: 1972-73

Make: Dodge

Model: Polara

Model Year: 1972

Model: Monaco

Model Year: 1973

Make: Chrysler

Model: Chrysler

Model Year: 1972-73

Number of Vehicles: 800,000

Mfg. Campaign No. 245. Main electrical power feed circuit may be interrupted due to separation of terminal connection in wiring circuit at multiple circuit bulkhead connector. Interruption of circuit can cause loss of electrical power to virtually all electrical systems and accessories. Correct by inspecting and replacing by installing overlay wire routed around bulkhead connector.

NHTSA ID No.: 77V-242

Date of Company Notification: 12-23-77

Make: Plymouth

Model: Valiant, Volare

Make: Dodge

Model: Aspen, Dart

Model Year: 1975, 1976, 1977

Number of Vehicles: 1,300,000

Carburetor accelerator pump seal distortion caused by contact with certain gasoline may result in persistent hesitation or stalling. Premature actuation of exhaust gas recirculation (EGR) system may result in persistent cold engine hesitation or stalling. Correct by replacing pump seal and EGR system retrofit modification.

NHTSA ID No.: 78V-020

Date of Company Notification: 1-17-78

Make: Plymouth

Model: Fury

Model Year: 1975

Model: Gran Fury

Model Year: 1976-77

Make: Dodge

Model: Coronet

Model Year: 1975

Model: Charger

Model Year: 1976

Model: Monaco, Royal Monaco

Model Year: 1977

Make: Chrysler

Model: Cordoba

Model Year: 1975-77

Number of Vehicles: 370,000

Carburetor accelerator pump seal distortion, caused by contact with certain gasoline, may result in persistent hesitation or stalling. Also, premature actuation of exhaust gas recirculation (EGR) system may result in persistent cold engine hesitation or stalling. (This recall is for same problem as recall No. 77V-242, except different models are involved. Correct by replacing carburetor pump and EGR system retrofit modification.

NHTSA ID No.: 81V-055

Date of Company Notification: 4-22-81

Make: Chrysler

Model: LeBaron, Cordoba, Newport, New Yorker

Make: Plymouth

Model: Gran Fury

Make: Dodge

Model: Diplomat, Mirada, St. Regis

Model Year: 1981

Number of Vehicles: 30,000

Mfg. Campaign No. 292. Carburetor. DOM: 8/80-3/81. Carburetor may have bowl vent solenoid that malfunctions due to inadequate solder connection, which may cause intermittent loss of grounding. This solenoid malfunction may cause excessive fuel input, resulting in loss of engine power due to carburetor flooding under driving conditions. Correct by inspecting and resoldering carburetor bowl vent solenoid electrical ground connection to ensure positive ground circuit.

NHTSA ID No.: 84V-116

Date of Company Notification: 9-14-84

Make: Plymouth

Model: Horizon, Turismo

Make: Dodge

Model: Omni, Charger

Model Year: 1985

Number of Vehicles: 2385

Mfg. Campaign No. (N/A)—Emissions. DOM—8/84. Under warm engine operation, emissions system valve in vacuum line between fuel vapor canister and carburetor may allow canister to purge fuel. This causes over-rich gasoline/air mixture to be drawn in intake manifold. This may cause engine to stall during deceleration. stalled engine results in loss of power steering assist and also stalled car could be traffic hazard. accident could occur. Correct by removing emissions system valve and installing vacuum line connector.

NHTSA ID No.: 94V-024

Date of Company Notification: 02-02-94

Make: Chrysler

Model: Concorde, LHS, New Yorker

Make: Dodge

Model: Intrepid

Make: Eagle

Model: Vision

Model Year: 1994

Number of Vehicles: 110,000

Electrical system. DOM - 7/93-12/93. right steering tie rod can rub through automatic transmission wiring harness causing short circuit which results in electrical system malfunctions, including engine stalling and inoperative park/starter interlock system. Electrical system malfunction can cause stalling while in motion or while in inoperative park/starter interlock system, causing engine start while transmission is not in park position, and may result in accident. Correct by installing revised wiring harness and convoluted sleeve to protect transmission wiring harness.

NHTSA ID No.: 94V-033

Date of Company Notification: 02-11-94

Make: Dodge

Model: Neon

Make: Plymouth

Model: Neon

Model Year: 1995

Number of Vehicles: 7,100

Transmission. DOM - 11/93-2/94 Moisture can get into powertrain control module (PCM) causing driveability malfunctions, including stalling. Should driveability malfunctions or stalling occur while vehicle is in motion, accident may occur. Correct by replacing powertrain control modules on these vehicles.

NHTSA ID No.: 97V-194

Date of Company Notification: 11-04-97

Make: Jeep

Model: Cherokee, Grand Cherokee

Model Year: 1997

Number of Vehicles: 46,000

Mfg. Campaign No. 755-Fuel system. DOM - 9/96-11/96. Fuel level sending unit degrades over time, causing fuel gauge to indicate significantly more fuel in fuel tank than is actually present. Owners may not be aware vehicle is low on fuel, increasing risk of vehicle crash if engine stops from lack of fuel. Correct by replacing fuel level sending unit.

NHTSA ID No.: 06V-432

Date of Company Notification: 11-08-06

Make: Chrysler

Model: Pacifica

Model Year: 2005-06

Number of Vehicles: 127,928

Mfg. Campaign No. F44 – Electronic Control Module. DOM: 8/04-9/04. Fuel pump module and power train control module software may allow engine to stall while driving and cause crash without warning. Correct by reprogramming power train control module and replacing fuel pump module.

NHTSA ID No.: 07V-291

Date of Company Notification: 07-03-07

Make: Dodge

Model: Nitro

Make: Jeep

Model: Wrangler

Model Year: 2007

Number of Vehicles: 80,894

Mfg. Campaign No. G25 – Power Module. DOM: 1/06-1/07. Totally integrated power module was programmed with software that may allow engine to stall and cause crash without warning. Correct by reprogramming power module.

NHTSA ID No.: 08V-059

Date of Company Notification: 02-06-08

Make: Jeep

Model: Commander, Grand Cherokee

Model Year: 2008

Number of Vehicles: 1,338

Mfg. Campaign No. H03 – Electronic Control Module. DOM: N/A. Front control module may have been incorrectly manufactured which could cause engine to stall while driving or not to start and/or cause W/S wipers to become inoperative. Engine stalling or inoperative wipers could cause crash without warning. Correct by inspecting module and replacing as necessary.

NHTSA ID No.: 08V-152

Date of Company Notification: 04-02-08

Make: Chrysler

Model: Sebring

Make: Dodge

Model: Avenger

Model Year: 2007-08

Number of Vehicles: 180,963

Mfg. Campaign No. H07 – Tire Pressure Monitor. DOM: 3/06-1/08. Unused electrical connectors for tire pressure monitoring system (TPMS) may become corroded and short circuit, which can cause engine no-start, dead battery, inoperative cruise control or remote start system, and/or engine stalling. Engine stalling could cause crash without warning. Correct by sealing wires for TPMS.

NHTSA ID No.: 08V-203

Date of Company Notification: 05-06-08

Make: Jeep

Model: Commander

Model Year: 2006

Number of Vehicles: 24,461

Mfg. Campaign No. H19 – Powertrain Control Module. DOM: 2/05-1/06. On vehicles with 4.7L V8 engines, powertrain control module (PCM) was programmed with software that may allow engine to stall under operating conditions. This could cause crash without warning. Correct by reprogramming PCM software

NHTSA ID No.: 08V-528

Date of Company Notification: 10-09-08

Make: Chrysler

Model: Sebring

Make: Dodge

Model: Avenger, Caliber, Journey

Make: Jeep

Model: Compass, Patriot

Model Year: 2009

Number of Vehicles: 712

Mfg. Campaign No. H33 – Powertrain Control Module. DOM: 7/08-8/08. Adhesive used in powertrain control module manufacturing process can cause printed circuit board to break, resulting in engine stall and crash without warning. Correct by replacing control module.

NHTSA ID No.: 09V-078

Date of Company Notification: 04-02-08

Make: Dodge

Model: Ram

Model Year: 2009

Number of Vehicles: 504

Mfg. Campaign No. J08 – Clutch. DOM: 8/08-1/09. On heavy duty pickups with manual transmission and power adjustable pedal package, clutch pedal connecting rod to clutch master cylinder may separate from master cylinder. This may not allow disengagement of clutch when pedal is depressed, which could result in unintended vehicle movement, increased stopping distance and engine stalling resulting in crash. Correct by replacing clutch master cylinder hydraulic system

NHTSA ID No.: 11V-139

Date of Company Notification: 03-01-11

Make: Chrysler

Model: Town & Country

Make: Dodge

Model: Grand Caravan, Journey AWD

Model Year: 2010

Number of Vehicles: 195,798

Mfg. Campaign No. L02 & L25 – Wireless Ignition Module. DOM: 8/09–6/10. Vehicles may experience inadvertent ignition key displacement from run to accessory position while driving causing engine to shut off and result in crash. Correct by replacing ignition module.

NHTSA ID No.: 13V-043

Date of Company Notification: 02-06-13

Make: Chrysler

Model: 200

Make: Dodge

Model: Avenger

Model Year: 2013

Number of Vehicles: 1,785

Mfg. Campaign No. N02 – Fuel Valve. DOM: 10/12-11/12. Fuel tank may have broken control valve in tank assembly. This may lead to engine stall or fuel leakage resulting in crash and fire respectively. Correct by inspecting fuel tank assembly and replacing affected control valves.

NHTSA ID No.: 13V-120

Date of Company Notification: 04-03-13

Make: Jeep

Model: Compass, Patriot

Model Year: 2012

Number of Vehicles: 20,799

Mfg. Campaign No. N17 – Fuel Transfer Tube. DOM: 10/11-5/12. Due to incorrectly manufactured transfer tube, transfer of fuel from secondary side to primary side of fuel tank may be interrupted, causing engine to stall which can result in crash. Correct by replacing fuel tank transfer tube.

NHTSA ID No.: 13V-238

Date of Company Notification: 06-04-13

Make: Dodge

Model: Dart

Model Year: 2013

Number of Vehicles: 12,872

Mfg. Campaign No. N32 – Powertrain Control Module. DOM: 3/12-2/13. Vehicles with 1.4L multi-air turbo engine and dual dry clutch transmission may experience engine stall when temperature is 20°F or colder. This could result in crash. Correct by reprogramming powertrain control module.

NHTSA ID No.: 13V-552

Date of Company Notification: 11-06-13

Make: Chrysler

Model: 200

Make: Dodge

Model: Avenger

Model Year: 2013

Make: Jeep

Model: Compass, Patriot

Model Year: 2014

Number of Vehicles: 521

Mfg. Campaign No. N52 – Engine. DOM: N/A. On vehicles with 2.4l engines abrasive debris in balance shaft bearings may cause loss of engine oil pressure, resulting in engine stall or engine failure. This result in crash. Correct by replacing engine balance shaft module.

**Coachmen Industries, Inc. (now Coachmen RV Co., LLC)**

NHTSA ID No.: 08V-127

Date of Company Notification: 03-20-08

Make: Coachmen

Model: Prism

Model Year: 2009

Number of Vehicles: 2

Mfg. Campaign No. N/A – Crankshaft Position Sensor. DOM: N/A. On motor homes on Sprinter chassis with 3.0L diesel engines, crankshaft position sensor may have been manufactured incorrectly. Engine could fail due to separation of bond wires from lead frame in sensor which results in interruption in electrical connection in chip housing of sensor. This could cause engine to stall or not start and result in crash. (See Chrysler recall 07V-594.) Correct by replacing crankshaft sensors.

**Country Coach**

NHTSA ID No.: 05V-369

Date of Company Notification: 08-22-05

Make: Country Coach

Model: Bus, Conversion

Model Year: 2006

Number of Vehicles: 12

Mfg. Campaign No. N/A – A/C Power Buss. DOM: 2/05–7/05. Alternating current power distribution panel buss bar termination screws may not have been torqued to 35 inch pounds. If screws are not torqued properly, unit could have erratic power supply or complete loss of power, loss of ground to system, hotspots at points of connection and even fire. Correct by inspecting and re-torquing all buss termination bars.

**Daewoo Motor Company, Ltd.**

NHTSA ID No.: 01V-020

Date of Company Notification: 01-23-01

Make: Daewoo

Model: Lanos

Model Year: 2000-01

Number of Vehicles: 27,884

Mfg. Campaign No. 01-9A-002—Wiring harness. DOM: 12/99-11/00. Wiring harness, located beneath carpet in front passenger floor area, can become damaged by passenger traffic as harness is rubbed against body seam in floor panel. When harness is damaged, engine driveability could be affected and result in sudden engine stalling. Correct by repositioning wiring harness and attaching it permanently in location where harness cannot be damaged.

**Daewoo Motor de Puerto Rico**

NHTSA ID No.: 01V-020.001

Date of Company Notification: 01-31-01

Make: Daewoo

Model: Lanos

Model Year: 2000-01

Number of Vehicles: 1,362

Mfg. Campaign No. 01-9A-002—Wiring harness. DOM: 12/99-11/00. Wiring harness, located beneath carpet in front passenger floor area, can become damaged by passenger traffic as harness is rubbed against body seam in floor panel. When harness is damaged, engine driveability could be affected and result in sudden engine stalling. Correct by repositioning wiring harness and attaching it permanently in location where harness cannot be damaged.

**DaimlerChrysler Commercial Buses North America**

NHTSA ID No.: 05V-079

Date of Company Notification: 3-2-05

Make: Orion

Model: II

Model Year: 1998-02, 2004

Model :VII

Model Year: 2001, 2003-04

Number of Vehicles: 302

Mfg. Campaign No. (N/A)—Fuel pump. DOM: (N/A). Fuel pump fails to transfer fuel appropriately creating an engine stall condition. Correct by replacing fuel lift pump.

**De Lorean Motor Company**

NHTSA ID No.: 82V-030

Date of Company Notification: NA

Make: DeLorean

Model: DeLorean

Model Year: 1981-82

Number of Vehicles: 4352

Mfg. Campaign No. RA-003. Inertia Switch. Fuel system continues to operate even after accident and thus may result in fire.

**Ducati North America**

NHTSA ID No.: 07V-176

Date of Company Notification: 04-24-07

Make: Ducati

Model: 1098 Tricolore

Model Year: 2007

Number of Vehicles: 2

Mfg. Campaign No. RCL-07-004 – Timing Belt. DOM: 9/06-10/06. Horizontal and vertical cylinders mobile timing belt tensioner is dimensionally incorrect. Mobile tensioner can come into contact with timing belt cover which could cause timing belt to fail and stop engine resulting in crash. Correct by replacing mobile timing belt tensioner.

NHTSA ID No.: 07V-450

Date of Company Notification: 09-25-07

Make: Ducati

Model: 1098

Model Year: 2007

Number of Vehicles: 1,516

Mfg. Campaign No. N/A – Electronic Control Unit. DOM: 11/06-3/07. Electronic control unit (ECU) ignition timing and idle mixture were improperly set during production causing engine speed to drop and stall engine when temperature of cooling system exceeded 180°F. If engine stops while motorcycle is driven, crash could result. Correct by replacing ECU mapping using dedicated diagnostic system instrument.

NHTSA ID No.: 07V-474

Date of Company Notification: 10-10-07

Make: Ducati

Model: Hypermotard

Model Year: 2008

Number of Vehicles: 235

Mfg. Campaign No. N/A – Battery. DOM: 3/07-6/07. Battery can move side to side inside fuel tank mounting compartment which could result in main wiring harness damage at battery terminal. This could cause electrical short stopping engine and result in crash. Correct by installing battery mounting bracket and two double lock velcro strips on bottom of battery.

NHTSA ID No.: 08V-638

Date of Company Notification: 12-03-08

Make: Ducati

Model: 1098, 1098S, 1098 Tricolore

Model Year: 2007-08

Model: 1098R, 848

Model Year: 2008-09

Number of Vehicles: 7,130

Mfg. Campaign No. RCL-08-005 – Voltage Regulator. DOM: 11/06-6/08. Motorcycle charging system may be adversely affected by engine heat and stop operating. This results in damage to voltage regulator and ensuing battery discharge. This can result in crash. Correct by replacing voltage regulator, installing heat guard between voltage regulator and engine exhaust system, and installing modified battery support.

NHTSA ID No.: 09V-365

Date of Company Notification: 09-25-09

Make: Ducati

Model: 1098S, Streetfighter

Model Year: 2010

Number of Vehicles: 247

Mfg. Campaign No. RCL-09-006 – Electronic Control Unit. DOM: 2/09-5/09. Motorcycles electronic control unit ground screw may have been improperly tightened during production which can cause engine to stall, resulting in crash. Correct by retightening ground screw.

NHTSA ID No.:09V-381

Date of Company Notification: 09-25-09

Make: Ducati

Model: 1098R, 1098S

Model Year: 2009

Model: F1098 Streetfighter

Model Year: 2010

Number of Vehicles: 753

Mfg. Campaign No. RCL-09-005 – Fuel Hose. DOM: 11/08-5/09. Fuel hose may disconnect from fuel pump which could result in engine stalling and fuel leak. Stalling can cause crash and fuel leak can result in fire. Correct by inspecting and replacing and repositioning fuel hose retaining clamp.

NHTSA ID No.: 11V-003

Date of Company Notification: 01-05-11

Make: Ducati

Model: MTS1200

Model Year: 2010

Number of Vehicles: 1,196

Mfg. Campaign No. 10-004 – ECU. DOM: 11/09-7/10. During downshift or maneuver with clutch disengaged and engine at idle, vehicle could stall due to faulty ECU fuel map and crash. Correct by re-flash electronic control unit with updated fuel map.

NHTSA ID No.: 12V-376

Date of Company Notification: 08-03-12

Make: Ducati

Model: Diavel

Model Year: 2013

Number of Vehicles: 27

Mfg. Campaign No. RCL-12-005 – Side Stand. DOM: 5/12-6/12. Side stand may bend or break in pivot area, allowing motorcycle to fall over, resulting in injury to operator or others near motorcycle. Bent sidestand may interfere with operation of sidestand safety switch, preventing bike from starting or causing bike to stall without warning. Correct by replacing side stand.

**E-One, Inc.**

NHTSA ID No.: 10V-225

Date of Company Notification: 05-26-10

Make: E-One

Model: Cyclone II, Quest

Model Year: 2008-09

Number of Vehicles: 20

Mfg. Campaign No. 4EN – ECM. DOM: 3/08–9/09. Fire trucks with Detroit Diesel series 60 engines have software problem in engine control computer that may cause unexpected engine shut down. This may prevent operation of equipment on vehicle during rescue operation putting public and fire fighters at risk. Detroit Diesel will conduct recall campaign. (See 10E-005. Correct by installing new software in ECM.

**El Dorado Industries, Inc. (El Dorado National)**

NHTSA ID No.: 05V-114

Date of Company Notification: 3-24-05

Make: ENC

Model: Escort REA, EZ-Rider

Model Year: 1998-05

Number of Vehicles: 402

Mfg. Campaign No. (N/A)–Fuel pump. DOM: 4/98-9/04. Fuel lift pump fails to transfer fuel appropriately creating engine stall condition. Correct by replacing fuel lift pump.

**Excelsior-Henderson**

NHTSA ID No.: 99V-299

Date of Company Notification: 10-29-99

Make: Excelsior-Henderson

Model: Super X

Model Year: 1999

Number of Vehicles: 857

Mfg. Campaign No. (N/A)—Fuel hose. DOM 1/99-7/99. Fuel hose may disconnect between fuel pump regulator and fuel tank outlet nozzle. Fuel pump and hose are located inside fuel tank assembly. If this disconnect occurs, engine can stall, causing rider to lose control of motorcycle. Correct by installing plastic safety tie to secure fuel hose.

**Executive Industries, Inc.**

NHTSA ID No.: 74-0020

Date of Company Notification: 1-3-74

Make: Executive Industries

Model: 25, 28, 29 foot motor homes

Model Year: Manfd 1973

Number of Vehicles: 124

DOM—10/73-12/73. Electric fuel solenoid valve, which automatically allows changeover from main gas tank to auxiliary gas tank, may have apertures too small so that sludge from gas tank may clog valve causing fuel starvation. This could result in momentary or prolonged stalling of engine due to lack of fuel. Correct by inspecting and replacing with improved fuel solenoid valve.

**Ferrari North America**

NHTSA ID No.: 02V-091

Date of Company Notification: 03-18-02

Make: Ferrari

Model: 360 Modena, 360 Spider

Model Year: 2001

Number of Vehicles: 211

Mfg. Campaign No. 35 - Electrical. DOM: 7/01-10/01. Engine ground strap has improper crimp, which could result in electrical system seeking ground at ignition coil. Ignition coil ground cable could overheat causing engine to stop. Correct by replacing engine ground strap as necessary.

**Fiat Motors of N. America, Inc.**

NHTSA ID No.: 80V-083

Date of Company Notification: 07-28-80

Make: Fiat

Model: X1/9

Model Year: 1979

Number of Vehicles: 13280

Mfg. Campaign No. 131

Fuel, Carburetor system. Hesitation impairs vehicle acceleration. Correct by repairing.

**Fleetwood**

NHTSA ID No.: 09V-175

Date of Company Notification: 05-21-09

Make: Fleetwood

Model: Bounder Diesel, Discovery, Excursion, Expedition, Providence

Model Year: 2008-09

Number of Vehicles: 383

Mfg. Campaign No. 90519 – Battery Cable. DOM: 4/08-4/09. Battery cable may dislodge and come in contact with drive shaft causing entanglement or abrasion to battery cable. This could lead to electrical short and fire or un-commanded vehicle shutdown which may result in loss of vehicle control. Correct by inspecting and replacing damaged battery cables and securing battery cable harness above drive shaft.

**Ford Motor Co.**

NHTSA ID No.: 73-0220

Date of Company Notification: 11-9-73

Make: Lincoln

Model: All

Model Year: 1974

Number of Vehicles: 17,821

Starter cable and starting circuit wire assemblies were improperly routed permitting surrounding protective sleeve to chafe against forward edge of front suspension right control arm. Movement can wear through protective sleeve and cable and/or wire insulation and result in battery voltage short to upper arm. Should this occur, vehicle could immediately be rendered inoperative with simultaneous loss of all electrical system power. Correct by inspecting and replacing cables where necessary.

NHTSA ID No.: 74-0126

Date of Company Notification: 8-8-74

Make: Ford

Model: Thunderbird

Make: Mercury

Model: NR

Make: Lincoln

Model: Continental, Continental Mark IV

Model Year: 1975 thru 8-3, 1975

Number of Vehicles: 2,027

Fuel inlet seat on 4V-carburetors installed on vehicles with 460 CID engines may have been improperly torqued which could permit inlet seat to loosen with vehicle operation. Should this occur, carburetor float would hold supplementary fuel inlet open, resulting in flooding and subsequent stalling of engine at idle. Correct by inspecting and retorquing fuel inlet seat.

NHTSA ID No.: 78V-004

Date of Company Notification: 1-4-78

Make: Ford

Model: Fairmont

Make: Mercury

Model: Zephyr

Model Year: 1978

Number of Vehicles: 185,000

Vehicles were assembled with main wiring assembly routed against or near cowl-to-brake pedal support brace located under instrument panel. If this exists, wiring may chafe against brace and result in one or more component wires becoming grounded. Depending on which wire within assembly becomes grounded, loss of power to accessory or total electrical power control could occur without warning. Correct by inspecting and installing shield on support brace to preclude wire chafing.

NHTSA ID No.: 78V-203

Date of Company Notification: 9-15-78

Make: Ford  
Model: Fairmont  
Make: Mercury  
Model: Zephyr  
Model Year: 1978

Number of Vehicles: 218,000

Mfg. Campaign No. 308. Emissions control system. DOM—8/15/77-4/12/78. Vehicles with 200 CID engine, automatic transmission, and thermactor pulse air supply system. Air reed valve which permits air flow from air cleaner to exhaust manifold on negative pressure pulsation may fail. Failure of this component results in rich air/fuel mixture causing reduced fuel economy, engine power, and engine performance. Continued vehicle operation with these symptoms may result in engine stalling or overheating of exhaust system. latter condition may lead to scorched rear seats and carpets and associated fumes. Correct by replacing air reed valve and silencer.

NHTSA ID No.: 81V-072

Date of Company Notification: 6-9-81

Make: Ford

Model: B-600, 700 School bus Chassis, F-600, 700, 800 Series Cowl Chassis

Model Year: 1980-81

Number of Vehicles: 11,700

Mfg. Campaign No. 421. Electrical connector. DOM—7/80-5/20/81. School buses. Under conditions of high current draw, primary circuit connection could deteriorate to point that circuit may become open, resulting in interrupted current flow. open circuit may cause loss of engine operation and thus loss of power steering assist and loss of primary and secondary power assist to hydraulic brakes. Braking capability would be substantially reduced. Correct by inspecting and modifying wiring harness to preclude circuit opening causing power failure.

NHTSA ID No.: 82V-124

Date of Company Notification: 12-7-82

Make: Ford

Model: E-250, E-350

Model Year: 1983

Number of Vehicles: 650

Mfg. Campaign No. (N/A)—Electric Fuel Pump Circuit. DOM—9/20/82-10/21/82. Vehicles and approximately 1,000 service kits may have diode in electric fuel pump circuit of inadequate capacity to withstand current draw during engine starting. Such current could cause short circuit in electrical supply to fuel pump resulting in engine stalling after less than minute of engine operation. Engine could be restarted and would run 5-10 seconds. Correct by inspecting and installing higher capacity diode in fuel pump circuit.

NHTSA ID No.: 94V-056

Date of Company Notification: 03-22-94

Make: Ford

Model: B600, B700

Model Year: 1987-94

Number of Vehicles: 3,660

Electrical system. Medium duty school bus chassis with hydraulic brakes, tilt hoods, 5.9L, 6.6L or 7.6L diesel engines or 6.1L or 7.0L gasoline engines and sold or registered in CT, IL, IN, MN, MA, MI, NH, NJ, NY, OH, PA, RI, VT, WI. DOM - 9/86-3/94. battery power junction block mounted on right fender apron, which serves as electrical connection point for several engine compartment systems, is susceptible to road splash. terminals at junction block can experience corrosion and can fracture, causing loss of electrical power and engine shutdown. Engine shutdown, loss of power steering assist, or loss of hydraulic brake boost can occur which may result in loss of vehicle control and accident. Correct by replacing junction box, main power terminal, starter or starter relay and terminals at existing junction block.

NHTSA ID No.: 98V-206.002

Date of Company Notification: 10-27-98

Make: Ford

Model: Probe

Model Year: 1997

Number of Vehicles: 5,700

Mfg. Campaign No. 98S30 -- Timing belt. DOM: 12/96 – 7/97. External spring in timing belt tensioner can break and catch in timing belt, resulting in engine stalling. Correct by inspecting and replacing tensioner if necessary.

NHTSA ID No.: 00V-367

Date of Company Notification: 11-3-00

Make: Ford

Model: Contour

Make: Mercury

Model: Mystique

Model Year: 1995-96

Number of Vehicles: 263,757

Mfg. Campaign No. 00S44—Engine fan. DOM: Prior to 1/96. Tightening of engine cooling fan motor bearings, up to and including motor stall, can result in increased motor torque and higher than normal motor current and accompanying high motor temperatures. Overheating of cooling fan motor due to excessive current can result in smoke and odors from bearing grease, insulation and other internal motor components. If electrical current continues to be applied to motor, internal motor components could ignite along with other engine compartment components. Correct by installing Positive Temperature Coefficient device in-line with each fan motor. Ford will also extend warranty on engine cooling fan assembly to total of 8 years of service or 100,000 miles from warranty start date, whichever occurs first.

NHTSA ID No.: 01V-031

Date of Company Notification: 01-31-01

Make: Mercury

Model: Cougar

Model Year: 1999-00

Number of Vehicles: 120,000

Mfg. Campaign No. 01S02—Battery. DOM: 12/99-9/00. On 2.5L V6 engines, battery cable was misrouted. Cable could contact power steering line and insulation, wear and result in electrical short which could cause fire, stalling, or no-start condition. Correct by replacing battery cable, changing cable routing, and adding routing clip. Torque on alternator attachment of cable will be checked and tightened to specification.

NHTSA ID No.: 07V-553

Date of Company Notification: 12-05-07

Make: Ford

Model: E-Series, Excursion, F-Super Duty

Model Year: 1997-03

Number of Vehicles: 1,176,000

Mfg. Campaign No. 07S57 – Camshaft Position Sensor. DOM: 4/96-9/03. On heavy duty trucks with 7.3l diesel engines, camshaft position sensor located on engine may function intermittently, resulting in engine stall and crash without warning. Correct by inspecting sensor and replacing with improved camshaft position sensor.

NHTSA ID No.: 13V-523

Date of Company Notification: 10-30-13

Make: Ford

Model: Focus Electric

Model Year: 2012-14

Number of Vehicles: 2,456

Mfg. Campaign No. 13S09 – Powertrain Control Module DOM: 9/11-8/13. Powertrain control module software problem may result in stall-like condition which can result in crash. Correct by reprogramming power control module.

NHTSA ID No.: 13V-535

Date of Company Notification: 10-30-13

Make: Ford

Model: F-350, F-450, F-550

Model Year: 2011-12

Number of Vehicles: 2,951

Mfg. Campaign No. 13S10 – Exhaust Gas Sensor. DOM: 2/10-10/12. Vehicles with ambulance package and 6.7L diesel engine may experience loss of power due to exhaust sensor problem, resulting in engine stall and crash. If this occurs when ambulance is transporting patient, there is increased risk of injury to patient. Correct by replacing exhaust gas temperature sensor.

### **Freightliner Corp.**

NHTSA ID No.: 99V-181.002

Date of Company Notification: N/A

Make: Freightliner

Model: FLC, FLD, FLN

Make: Sterling

Model: L Line Model Years 1998-99

Number of Vehicles: 320

Mfg. Campaign No. (N/A)—Engine. DOM 12/98-7/99. On trucks with Caterpillar engines and Eaton Autoshift transmissions, engines can stall because of software problems. Increased steering effort can occur. Correct by updating engines with software changes.

NHTSA ID No.: 02V-318.002

Date of Company Notification: 12-03-02

Make: Freightliner

Model: Heavy-Duty Trucks

Model Year: 2002

Number of Vehicles: 2,616

Mfg. Campaign No. (N/A)-Fuel Pump. DOM-7/16/02-11/14/02. Fuel pumps experience high pressure seal failure resulting in short period of rough running and subsequent engine stall due to loss of fuel injection actuation pressure. Correct by replacing fuel pump.

NHTSA ID No.: 05V-469

Date of Company Notification: 09-23-05

Make: Freightliner

Model: Cargo, MB55, MC, XB, XB-R, XB-S, XC, XC-R, XC-S, MT45, MT55

Make: Sterling

Model: Cargo

Make: Thomas

Model: MVP EF

Model Year: 2004-05

Number of Vehicles: 8,310

Mfg. Campaign No. FL-463 – Electronic Control Module. DOM: 1/04-05/05 Cummins electronic control module supplies erratic voltage to fuel lift pump and causes premature wear of pump. This could result in fuel lift pump failure, engine stall and vehicle crash. Correct by recalibrating ECM and replacing fuel lift pump.

### **General Motors Corp.**

NHTSA ID No.: 02V-121

Date of Company Notification: 04-30-02

Make: Chevrolet

Model: Trailblazer

Make: GMC

Model: Envoy

Make: Oldsmobile

Model: Bravada

Model Year: 2002

Number of Vehicles: 60,044

Mfg. Campaign No. 02016- Fuel filter. DOM: 9/01-10/01. Fuel filter fitting can become disconnected. If this occurs while vehicle is in motion, engine would stall and fuel would leak from filter. If this occurs while attempting to start engine, no-start condition would result and fuel would be pumped out of fuel filter onto ground. Correct by replacing fuel filter quick connect retainers.

NHTSA ID No.: 04V-289

Date of Company Notification: 06-04-04

Make: GMC

Model: Envoy

Make: Oldsmobile

Model: Bravada

Model Year: 2002

Number of Vehicles: 29,951

Mfg. Campaign No. 04048–Wiring. DOM: 10/00-10/01. Electronically controlled air suspension (ECAS) produces brief electrical spike while vehicle is operating, disrupting powertrain control module (PCM) and causing vehicle to stall. If spike damages PCM, vehicle will not restart. Correct by installing wiring harness.

NHTSA ID No.: 04V-376

Date of Company Notification: 07-30-04

Make: Chevrolet

Model: Silverado, Suburban

Make: GMC

Model: Sierra, Yukon XL

Number of Vehicles: 1,103

Mfg. Campaign No. 04066–Fuel rail. DOM: 6/04-7/04. Engine fuel rail crossover tube retainer screws were not made to specifications and break, allowing fuel to leak from fuel rail crossover joint, engine stalling and fire. Correct by replacing retainer screws on fuel rail crossover tube.

NHTSA ID No.: 05V-157

Date of Company Notification: 04-19-05

Make: Buick

Model: Rendezvous

Make: Pontiac

Model: Aztek

Model Year: 2004

Number of Vehicles: 34,186

Mfg. Campaign No.5014 – Ignition Relay. DOM: 10/03 Contamination on ignition relay contacts can cause high resistance. This can affect signals to powertrain control module and, cause intermittent vehicle stalls at any time. Vehicle cannot be restarted immediately. This could result in vehicle crash. Correct by replacing ignition relay.

NHTSA ID No.: 06V-020

Date of Company Notification: 01-20-06

Make: Cadillac

Model: CTS, STS

Model Year: 2005-06

Number of Vehicles: 17,462

Mfg. Campaign No. 5111 – Electronic Control Module. DOM: 4/05–7/05 Vehicles with V6 engines may have condition where fuel is no longer supplied to engine and without illumination of fuel level

low indicator light or warning chime. If engine stops running, operator will not be able to restart vehicle which could result in crash. Correct by reprogramming electronic control module.

NHTSA ID No.: 07V-519

Date of Company Notification: 11-07-07

Make: Saturn

Model: L-Series

Model Year: 2001

Number of Vehicles: 6,074

Mfg. Campaign No. 06074 – Engine. DOM: 11/00-2/01. On vehicles with 2.2L 4-cylinder engine, links in engine's timing chain can separate. If timing chain link separates while engine is running, engine will stall and will not restart increasing risk of crash. Correct by replacing timing chain.

NHTSA ID No.: 07V-521

Date of Company Notification: 11-07-07

Make: Chevrolet

Model: Silverado, Suburban

Make: GMC

Model: Sierra, Yukon

Model Year: 2001

Number of Vehicles: 11,974

Mfg. Campaign No. 06083 – Crankshaft Position Sensor. DOM: 1/00-11/00. On pickups with 8.1L V8 engine, crankshaft position can operate intermittently or fail completely. If sensor operates intermittently, SES light may illuminate and vehicle may run rough, engine may stall, and if so, may re-start immediately or after cool down period. If sensor becomes completely inoperative, engine will quit running and will not re-start. Either failure can result in crash. Correct by replacing crankshaft position sensor.

NHTSA ID No.: 09V-042

Date of Company Notification: 02-04-09

Make: Chevrolet

Model: W3500, W4500, W5500

Make: GMC

Model: W3500, W4500, W5500

Model Year: 2008-09

Number of Vehicles: 2,836

Mfg. Campaign No. N/A – Drive Shaft. DOM: N/A. Propeller shaft has insufficient high frequency heat treatment. Propeller shaft may not maintain its durability through expected vehicle useful life and could break off while vehicle is in use. This could result in vehicle stalling and coasting to stop, or loss of vehicle control and crash. Correct by replacing propeller shaft.

NHTSA ID No.: 09V-154

Date of Company Notification: 05-06-09

Make: Cadillac

Model: Escalade, Escalade ESV, Escalade EXT

Make: Chevrolet  
Model: Avalanche, Colorado, Suburban, Tahoe

Make: GMC  
Model: Canyon, Yukon, Yukon XL  
Model Year: 2009

Number of Vehicles: 27,188

Mfg. Campaign No. 08411 – Fuel System Control Module. DOM: 6/08-9/08. Fuel system control modules may have condition in which adhesive separation of room temperature vulcanizing seal between seal and housing may allow water to seep into module. Water in module could cause short or open circuit, illumination of service engine soon lamp, setting of diagnostic trouble codes or engine may be hard to start, may not start or may stall resulting in crash. Correct by installing new fuel system control module.

NHTSA ID No.: 09V-155

Date of Company Notification: 05-06-09

Make: Chevrolet

Model: Camaro

Model Year: 2010

Number of Vehicles: 1,243

Mfg. Campaign No. 09121 – Battery Cable. DOM: 2/09-4/09. Positive battery cable may contact starter motor housing and cause wear on cable insulation. If insulation wears through to cable, it could create short which could result in no start condition, cause vehicle stall without ability to restart, or result in engine compartment fire. Correct by rerouting positive battery cable to ensure adequate clearance.

NHTSA ID No.: 13V-173

Date of Company Notification: 05-06-13

Make: Buick

Model: Lacrosse, Regal

Model Year: 2012-13

Make: Chevrolet

Model: Malibu Eco

Model Year: 2013

Number of Vehicles: 42,904

Mfg. Campaign No. 13136 – Generator Control Module. DOM: 11/10-12/12. Generator control module may not function properly. This could cause gradual loss of battery charge and illumination of malfunction indicator light. Engine may stall and/or vehicle may not start. In addition, there may be burning or melting odor, smoke, and fire in trunk. Correct by testing and replacing control module as necessary.

NHTSA ID No.: 13V-615

Date of Company Notification: 05-06-09

Make: Chevrolet

Model: Silverado

Make: GMC

Model: Sierra

Model Year: 2012-13

Number of Vehicles: 9,733

Mfg. Campaign No. 13420/13421 – Fuel Transfer Pump. DOM: 4/12-5/13. On heavy duty vehicles with 6.6L diesel engines and dual fuel tanks, transfer pump which moves fuel from rear tank to front tank could malfunction and cause fuel gauge to indicate inaccurate reading. This may result in unexpected stalling, resulting in crash. Correct by inspecting and replacing fuel transfer pump as necessary.

**Global Electric Motorcars, LLC**

NHTSA ID No.: 06V-369

Date of Company Notification: 09-28-06

Make: GEM

Model: NEV

Model Year: 2006

Number of Vehicles: 170

Mfg. Campaign No. N/A – Power Module. DOM: 6/06–8/06. On low speed vehicles, three bolts on back of power signal distribution module (PSDM) may not have been tightened properly which could cause total loss of power to vehicle. This will render car inoperative and, if it happens while driving, can render vehicle road hazard. Additionally, loss of headlamp, tail lamp or turn signal lamp functions could limit vehicle's visibility to other drivers, and result in crash. Correct by inspecting and replacing power signal distribution module.

**Gulf States Toyota, Inc.**

NHTSA ID No.: 98V-279

Date of Company Notification: 11-98

Make: Toyota,

Model: Camry, RAV 4

Model Years: 1998-99

Number of Vehicles: 1,519

Mfg. Campaign No. (N/A) -- Wiring harness. DOM: 7/98 - 10/98. Audiovox Securikey+ security system and Securikey+ security system with remote starter system on vehicles distributed by Gulf States Toyota, in Texas, Oklahoma, Louisiana, Arkansas and Mississippi can have wiring harnesses which malfunction causing engine to run poorly and stall. Vehicle's electrical components, such as dash warning lights and HVAC fan speed controls, can intermittently fail. Correct by inspecting Securikey+ wiring harness and replacing harness as necessary.

**Harley Davidson Motor Co.**

NHTSA ID No.: 96V-204

Date of Company Notification: 10-25-96

Make: Harley Davidson

Models: Softail, XL, FX, FL

Model Year: 1994-97

Number of vehicles: 176,515

Fuel Injection. DOM - 07/93-9/96. Reformulated gasoline along with fuel supply valve affects

supply of gasoline to carburetor. If fuel contains MBTE and motorcycle is started with fuel valve in off position fuel may flow unpredictably thus causing engine to shut down.

NHTSA ID No.: 98V-158

Date of Company Notification: 07-9-98

Make: Harley Davidson

Models: FLHS, FLHT, FLHTC, FLHTCI, FLHTCU, FLHTCUI, FLHTP, FLTC, FLTCUI, FLTR, FLTRI, FLTCU

Model Years: 1994-98

Number of Vehicles: 55,013

Mfg. Campaign No. (N/A) – Ignition switch. DOM: 4/93 - 6/98. Loss of electrical power through ignition switch can occur due to excessive current. This can cause engine to fail to start, operate erratically, or stall. Correct by replacing ignition switch/circuit breaker and installing relay kit.

NHTSA ID No.: 99V-003

Date of Company Notification: 01-13-99

Make: Harley Davidson

Models: FLHT, FLHTC, FLHTCI, FLHTCU, FLHTCUI, FLHTP, FLHTPI, FLTC, FLTCUI, FLTR, FLTRI

Model Years: 1999

Number of Vehicles: 55,013

Mfg. Campaign No. (N/A) -- Ignition switch. DOM: 4/93 - 6/98. Loss of electrical power through ignition switch can occur due to excessive current. This can cause engine to fail to start, operate erratically, or stall. Correct by replacing ignition switch/circuit breaker and installing relay kit.

NHTSA ID No.: 99V-291

Date of Company Notification: 10-22-99

Make: Harley-Davidson

Model: FLT

Model Year: 1999-00

Number of Vehicles: 52,126

Mfg. Campaign No. 0101—Engine. DOM 5/97-10/99. Bank sensor angle system can malfunction, causing engine to stall or quit unexpectedly when riding and cause rider to lose control of motorcycle. Correct bank angle sensor system.

NHTSA ID No.: 99V-292

Date of Company Notification: 10-22-99

Make: Harley-Davidson

Model: FLT

Model Year: 1999-00

Number of Vehicles: 52,126

Mfg. Campaign No. 0101— DOM 5/97-10/99. Fuel tank vent system can malfunction, causing engine to stall or quit when riding and cause rider to lose control of motorcycle. Correct fuel tank vent system.

NHTSA ID No.: 01E-040

Date of Company Notification: 7-23-01

Component: Ignition Module

Model or Size Designation: 31710-01, 32721-01, 31713-01, 32724-01, 31775-01, 32810-01, 32748-99A, 32749-99A, 31781-00, 32719-01, 32720-01, 31778-01, 32750-99A, 31782-00

Number of Components Recalled: 6,802

Mfg. Campaign No. 0103 - Ignition module. DOM: 7/00-5/01. Ignition modules and ignition module kits used on 1999 and later model Twin-Cam 88 Screamin' Eagle motorcycles and sold as dealer-installed accessory items have software fault that could allow module to shut off without warning which can cause loss of power. Correct by replacing ignition module.

NHTSA ID No.: 11V-037

Date of Company Notification: 01-31-11

Make: Harley-Davidson

Model: Softail

Model Year: 2011

Number of Vehicles: 6,964

Mfg. Campaign No. N/A - Body Control Module. DOM: 6/10-10/10. Body control module (part numbers 69991-11 and 69993-11) has case that may not have been properly sealed during production. This may allow water intrusion into module which may cause engine stall and result in crash, injury or death to rider. Correct by replacing body control module.

### **HME, Inc.**

NHTSA ID No.: 05V-059

Date of Company Notification: 2-14-05

Make: HME

Model: Chassis, Fire Truck

Model Year: 1998-02

Number of Vehicles: 46

Mfg. Campaign No. (N/A)—Fuel pump. DOM: (N/A). On fire trucks and transit buses, fuel lift pump fails, resulting in engine fuel starvation and stall condition. Correct by replacing fuel lift pump with internal bypass and installing low fuel pressure warning system.

### **Holiday Rambler Corp.**

NHTSA ID No.: 98V-074

Date Company Notification: 04-3-98

Make: Holiday Rambler

Model: Endeavor

Model Year: 1998

Number of Vehicles: 47

Mfg. Campaign No. (N/A)—Fuel relay. DOM—02/97-07/97. Fuel relay on diesel motor homes built on Freightliner chassis, was positioned too close to engine. Excessive heat from engine can cause premature failure of fuel relay. If fuel relay fails, engine stalling can occur, increasing risk of crash. Correct by relocating fuel relay to frame strut of firewall.

NHTSA ID No.: 11V-296

Date Company Notification: 05-20-11

Make: Holiday Rambler

Model: Trip

Make: Monaco

Model: Vesta

Model Year: 2011

Number of Vehicles: 55

Mfg. Campaign No. 11508 – Fuel Valve Cap. DOM: 2/10-4/11. On recreational vehicles with Maxxforce 7 engines, cap on return fuel valve may fall off, allowing air to be drawn into fuel system, resulting in engine hard start, no start, or stall conditions. Engine stall on roadway may result in vehicle crash. Correct by replacing return fuel valve cap.

### **Home & Park Motor Homes**

NHTSA ID No.: 98V-261

Date of Company Notification: 06-17-98

Make: Home & Park

Model: Roadtrek

Model Year: 1998

Number of Vehicles: 404

Mfg. Campaign No. 199801— Fuel line. DOM: 1/98-6/98. On these Class B motor homes built on Dodge 1500, 2500 and 3500 van chassis, fuel line from fuel tank to engine may not be secured to chassis. Fuel line could contact exhaust manifold, creating fuel leak and possible fire. Engine could stall from lack of fuel, resulting in loss of power braking and power steering control. Correct by inspecting fuel line for heat exposure and replacing as necessary. Install fuel line into existing plastic clamps and add nylon cable tie to secure fuel line to adjacent wiring harness.

### **Hyosung Motors America Inc.**

NHTSA ID No.: 08V-071

Date of Company Notification: 02-14-08

Make: Hyosung

Model: GT650, GV650

Model Year: 2005-07

Number of Vehicles: 3,292

Mfg. Campaign No. N/A – Fuel Tank. DOM: 3/05-6/07. Motorcycles were built with fuel tank cap gaskets that prevent proper tank ventilation. This could result in vehicle stalling, crash and/or fuel leakage and fire. Correct by modifying existing gas cap gasket.

### **Hyundai Caribbean**

NHTSA ID No.: 00V-259.002

Date of Company Notification: 09-7-00

Make: Hyundai

Model: Sonata , Elantra

Model Year: 1999-00

Number of Vehicles: 1,421

Mfg. Campaign No. (N/A)—MAF sensor. DOM: 7/98-7/00. Intermittent low-speed engine stalling occurs if MAF (Mass Air Flow) sensor electrical signal is interrupted as result of engine vibration transmitted to MAF sensor connector wiring harness. This increases risk of crash. Correct by re-routing MAF sensor connector wiring harness.

NHTSA ID No.: 02V-111

Date of Company Notification: 04-11-02

Make: Hyundai

Model: Santa Fe,

Model Year: 2001

Number of Vehicles: 248

Mfg. Campaign No. (N/A) – Crank position sensor. DOM: N/A. Vehicles with 2.7 liter V-6 engine have improperly manufactured crankshaft position sensors. Epoxy may contact circuit board causing capacitor to crack, stalling vehicle. Correct by replacing crankshaft position sensor.

NHTSA ID No.: 02V-111

Date of Company Notification: 04-11-02

Make: Hyundai

Model: Santa Fe

Model Year: 2001

Number of Vehicles: 248

Mfg. Campaign No. (N/A) – Crank position sensor. DOM: N/A. Vehicles with 2.7 liter V-6 engine have improperly manufactured crankshaft position sensors. Epoxy may contact circuit board causing capacitor to crack, stalling vehicle. Correct by replacing crankshaft position sensor.

### **Hyundai Motor America**

NHTSA ID No.: 94V-090

Date of Company Notification: 05-11-94

Make: Hyundai

Model: Elantra, Excel

Model Year: 1994

Number of Vehicles: 600

Protective internal coating. Manufacturer's protective internal coating of electronic crank angle sensor does not meet specifications, which can cause open circuit at high operating temperatures and stalling of engine. Engine stalling may result in vehicle crash if it occurs while vehicle is moving. Correct by inspecting distributor and crank angle sensor production dates and replacing sensors.

NHTSA ID No.: 95V-043

Date of Company Notification: 02-24-95

Make: Hyundai

Model: Accent

Model Year: 1995

Number of Vehicles: 5,306

Electrical. DOM - 8/94-2/95. Engine control module wiring harness under instrument panel can be contacted by clutch pedal assembly when clutch is engaged. This contact abrades and damages

insulation on harness causing fuse to blow and engine to stall which may cause accident. Correct by inspecting engine control wiring harness and repositioning harness.

NHTSA ID No.: 00V-259.001

Date of Company Notification: 09-7-00

Make: Hyundai

Model: Sonata, Elantra

Model Year: 1999-00

Number of Vehicles: 165,977

Mfg. Campaign No. 039/040—MAF sensor. DOM: 7/98-7/00. Intermittent low-speed engine stalling occurs if MAF (Mass Air Flow) sensor electrical signal is interrupted by engine vibration transmitted to MAF sensor connector wiring harness, resulting in crash. Correct by re-routing MAF sensor connector wiring harness.

NHTSA ID No.: 01V-362

Date of Company Notification: 11-28-01

Make: Hyundai

Model: XG300

Model Year: 2001

Number of Vehicles: 1,963

Mfg. Campaign No. 048 – Electronic control module. DOM: 8/00-9/00. Improperly manufactured powertrain control modules (PCM) were installed which contain condenser that was not correctly installed onto PCM printed circuit board. This could result in damage to ignition sensor which could result in engine stalling and crash. Correct by inspecting and replacing PCM as necessary.

NHTSA ID No.: 01V-388

Date of Company Notification: 12-19-01

Make: Hyundai

Model: Santa Fe

Model Year: 2001

Number of Vehicles: 15,241

Mfg. Campaign No. (N/A) – Crankshaft position sensor. DOM: 3/00-2/01. 2.7-liter V-6 engines, have defective crankshaft position sensors (CPS). CPS cases did not meet dimensional specifications. Internal gaps within cases allowed epoxy to contact printed circuit board resulting in cracking of circuit board capacitor which could result in engine stalling. Correct by replacing CPS.

NHTSA ID No.: 02V-388

Date of Company Notification: 12-19-02

Make: Hyundai

Model: Santa Fe

Model Year: 2001

Number of Vehicles: 15,241

Mfg. Campaign No. (N/A) – Crank position sensor. DOM: N/A. Vehicles with 2.7 liter V-6 engine have improperly manufactured crankshaft position sensors. Epoxy may contact circuit board causing capacitor to crack, stalling vehicle. Correct by replacing crankshaft position sensor.

NHTSA ID No.: 03V-030

Date of Company Notification: 12-20-02

Make: Hyundai

Model: Santa Fe

Model Year: 2001-02

Number of Vehicles: 25,643

Mfg. Campaign No. (N/A) – Crank position sensor. DOM: N/A. Vehicles with 2.7 liter V-6 engine have improperly manufactured crankshaft position sensors. Epoxy may contact circuit board causing capacitor to crack, stalling vehicle. Correct by replacing crankshaft position sensor.

**Indian Motorcycle Corp.**

NHTSA ID No.: 03V-409

Date of Company Notification: 02-07-03

Make: Indian

Model: Chief Scout, Spirit

Model Year: 1999-01

Number of Vehicles: 7,947

Mfg. Campaign No. (N/A) – Electrical system. DOM: (N/A). Compufire voltage regulator diode can fail, resulting in loss of power, electrical short and possible crash. (This replaces recall 01V-149 .) Correct by replacing regulator.

**International Truck and Engine (Navistar International Corp.)**

NHTSA ID No.: 03V-072

Date of Company Notification: 02-27-03

Make: International

Model: 9100I 9400I, 9900I 9200I

Model Year: 2002-03

Number of Vehicles: 881

Mfg. Campaign No. 03506-Electrical System. DOM-6/8/01-11/4/02. Electrical terminal at alternator end of cable running from starter to battery stud on alternator may break off, and cab will lose all power, resulting in complete electrical failure and engine shutdown. Correct by rerouting and rewiring wiring harness to alternator.

NHTSA ID No.: 04V-307

Date of Company Notification: 06-24-07

Make: International

Model: 9200I, 9400I, 9900I

Model Year: 2002-04

Number of Vehicles: 7,610

Mfg. Campaign No. 04511-Wiring harness. DOM: 6/02-1/04. Engine electrical harness chafes against sharp edges on engine resulting in sudden acceleration, activation of engine compression brake, engine speed dropping to idle, alternator overload with possible fire, and loss of engine ECM power resulting in engine shutdown. Correct by inspecting harness for damage and repairing as necessary. All harnesses will be re-routed and stand-off brackets will be added.

NHTSA ID No.: 08V-258

Date of Company Notification: 06-05-08

Make: International

Model: 3000, 4000, 7000, 8000, CXT, MXT, Prostar

Make: IC

Model: HC

Model Year: 2002-09

Number of Vehicles: 51,588

Mfg. Campaign No. 08505 – Power Module. DOM: 11/00-5/08. On trucks, commercial buses and school buses with one or more remote power modules, potting material that encapsulates circuit board of vehicle's remote power module may not sufficiently seal circuit board from water and contamination intrusion which can cause internal electrical short, resulting in fire, personal injury or death. Correct by repairing vehicles.

NHTSA ID No.: 08V-353

Date of Company Notification: 07-30-08

Make: International

Model: 3200, 3300

Model Year: 2002-08

Make: IC

Model: BE, CE, HC, RE

Model Year: 2003-08

Number of Vehicles: 24,975

Mfg. Campaign No. 08506 – Fuse Holder. DOM: 9/01-12/07. School and commercial buses with International VT365 engines may exhibit hard start, no start, or stall conditions due to damaged terminals in fuse holder connector of injector drive module. Clean battery power circuit terminals may have been damaged during electrical continuity testing in manufacturing process which could result in vehicle crash and personal injury. Correct by replacing injector drive module fuse holder.

NHTSA ID No.: 11V-290

Date of Company Notification: 05-18-11

Make: IC

Model: AC, BE, CE, HC

Make: International

Model: 4300M, Terrastar

Model Year: 2011-12

Number of Vehicles: 3,375

Mfg. Campaign No. 11507 – Fuel Valve Cap. DOM: 2/10-4/11. On trucks with Maxxforce 7 engines, cap on return fuel valve may fall off, allowing air to be drawn into fuel system, resulting in engine hard start, no start, or stall conditions. Engine stall on roadway may result in crash. Correct by replacing return fuel valve cap.

NHTSA ID No.: 11V-291

Date of Company Notification: 05-20-11

Make: IC

Model: BE, CE

Model Year: 2011-12

Number of Vehicles: 2,026

Mfg. Campaign No. 11506 – Fuel Valve Cap. DOM: 5/10-3/11. On school buses with Maxxforce 7 engines, cap on return fuel valve may fall off, allowing air to be drawn into fuel system, resulting in engine hard start, no start, or stall conditions. Engine stall on roadway may result in vehicle crash. Correct by replacing return fuel valve cap.

### **Isuzu Motor**

NHTSA ID No.: 97V-034.001

Date of Company Notification: 4-7-97

Make: Isuzu

Models: Rodeo, Pickup Truck

Model Year: 1994-95

Number of vehicles: 118,485

Electrical System. DOM - 7/94-10/95. Integrated circuit within voltage regulator can contain manufacturing errors. This can cause excessive electrical charging of vehicles alternator resulting in engine control malfunction or stalling. Correct by replacing voltage regulator.

NHTSA ID No.: 98V-170.001

Date of Company Notification: 07-23-98

Make: Isuzu

Model: Rodeo, Amigo

Model Years: 1998

Number of Vehicles: 55,475

Mfg. Campaign No. (N/A) -- Wiring harness. DOM: 7/97 - 2/98. Ground connection terminal was not properly crimped in supplier's engine wiring harness manufacturing line. This improper crimping process can leave impression on terminal and eventually cause stress fracture. If terminal fractures, powertrain control module (PCM) can receive erroneous signal indicating high vehicle speed, thereby causing PCM to cut fuel, causing 'no-start' condition, or possible engine stall. Correct by replacing wiring harness.

NHTSA ID No.: 09V-042

Date of Company Notification: 02-04-09

Make: Isuzu

Model: NPR, NQR

Model Years: 2008-09

Model: NRR

Model Years: 2009

Number of Vehicles: 2,836

Mfg. Campaign No. N/A – Drive Shaft. DOM: 2/08-3/08. Propeller shaft had insufficient high frequency heat treatment and may not maintain its durability through vehicle life. Propeller shaft could break off while driving, result in vehicle stalling or loss of vehicle control which could result in crash. Correct by replacing propeller shaft.

**Jaguar Rover Triumph, Inc.**

NHTSA ID No.: 77V-083

Date of Company Notification: 5-23-77

Make: Jaguar

Model: XJ6L, XJ6C

Model Year: 1975, 1976, 1977

Number of Vehicles: 5,000

British Leyland recall campaign no. A219. Exhaust gas recirculation manifold core plug may become displaced, resulting in loss of engine depression (vacuum) and subsequent vehicle stalling. Correct by inspecting and fitting with modified core plug device.

NHTSA ID No.: 82V-022

Date of Company Notification: 03-05-82

Make: Jaguar

Model: XJ6, XJS

Model Year: 1982

Number of Vehicles: 3,718

Vehicles may be fitted with unauthorized fuel pump electrical inertia switch. This switch has tin coating added to contacts that may create high electrical resistance. This could cause overheating and distortion of plastic mounting around fixed contact. This could result in inability to start vehicle since there is flow of current to the fuel pump.

NHTSA ID No.: 91V-155

Date of Company Notification: 9-5-91

Make: Jaguar

Model: XJ-S

Model Year: 1992

Number of Vehicles: 700

Mfg. Campaign No. R367. Electrical harness. DOM: 5/91-8/91. Engine harness may come in contact with air conditioning expansion valve protection plate, causing chafing of harness. Chafing of harness can result in short circuits of electrical wiring and possible vehicle stalling. Correct by repositioning air conditioning expansion valve protection plate to preclude possibility of contact with electrical harness.

NHTSA ID No.: 09V-424

Date of Company Notification: 11-02-09

Make: Jaguar

Model: XF

Model Year: 2010

Number of Vehicles: 2,131

Mfg. Campaign No. J016 – Fuel Tank. DOM: 10/08-9/09. Fuel transfer pipe in fuel tank may be kinked and restrict fuel being transferred from one side of fuel tank to fuel pump causing fuel starvation at low fuel levels. Fuel starvation can cause engine to stall without warning and cause crash. Correct by repairing fuel tank assembly.

NHTSA ID No.: 12V-571

Date of Company Notification: 12-07-12

Make: Jaguar

Model: XF

Model Year: 2013

Number of Vehicles: 9

Mfg. Campaign No. J028 – Fuel Pump. DOM: 10/12. Electronic modules which control fuel pump may shut down causing fuel pump to stop pumping fuel. Resulting fuel starvation will cause engine to stall which may lead to loss of motive power, loss of power-assisted braking and loss of power-assisted steering. Each of these may result in vehicle crash. Correct by installing additional wiring harness to in-tank fuel pump

NHTSA ID No.: 13V-341

Date of Company Notification: 08-05-13

Make: Jaguar

Model: XF

Model Year: 2013

Number of Vehicles: 940

Mfg. Campaign No. J034 – Air Cooler Hose. DOM: 7/12-5/12. On 2.0L GTDI, hose clamp for charge air cooler (CAC) hose may be out of position and loose, allowing hose to detach. If hose detaches, engine may stall, resulting in crash. Additionally, steering and brake assistance may be lost. Correct by inspecting CAC hose to make sure its clamp is in correct position and tight.

### **Kawasaki**

NHTSA ID No.: 99V-067

Date of Company Notification: 03-31-99

Make: Kawasaki

Model: VN 1500 Drifter

Model Year: 1999

Number of Vehicles: 2,779

Mfg. Campaign No. (N/A)—Vehicle-down sensor. DOM: 12/98-3/99. Vehicle-down sensor can be dislodged during battery maintenance, preventing vehicle from starting or causing vehicle to stall during driving. Correct by re-installing sensor if out of position and affixing label to motorcycle frame that instructs driver on repositioning sensor after servicing battery.

NHTSA ID No.: 00V-384

Date of Company Notification: 11-10-01

Make: Kawasaki

Model: ZX1200-A1L Ninja

Model Year: 2001

Number of Vehicles: 2,000

Mfg. Campaign No. (N/A)-Fuel gauge. DOM: 12/99-3/00. Motorcycle fuel gauge and low fuel warning system may not provide accurate indication of low fuel levels. Operator can run out of fuel without warning, causing operator to become distracted, or to slow unexpectedly in traffic, risking crash. Correct by replacing fuel gauge sending components.

NHTSA ID No.: 01V-010

Date of Company Notification: 01-16-01

Make: Kawasaki

Model: BN 125-A4

Model Year: 2001

Number of Vehicles: 1,000

Mfg. Campaign No. MC 01-03 – Ignition. DOM: 10/00-11/00. Transistor in ignition module can overheat, disabling ignition without warning. Sudden loss of engine power can lead to crash. Correct by replacing ignition module.

NHTSA ID No.: 06V-184

Date of Company Notification: 05-26-06

Make: Kawasaki

Model: ZX1400A6F

Model Year: 2006

Number of Vehicles: 2,321

Mfg. Campaign No. N/A – Sensor. DOM: 2/06–4/06. Bolts holding vehicle down sensor may come loose and allow sensor to fall out of mounting bracket. Engine may stop during operation resulting in crash, injury or death. Correct by tightening vehicle down sensor mounting bolts to proper torque.

NHTSA ID No.: 07V-215

Date of Company Notification: 05-17-07

Make: Kawasaki

Model: VN900B6F, VN900B6FL, VN900D6F, VN900D6FL

Model Year: 2006

Number of Vehicles: 5,906

Mfg. Campaign No. N/A – Engine Control Unit. DOM: 2/06-4/06. Motorcycles may stall under deceleration due to improper setting of engine control unit (ECU). This could cause crash resulting in injury or death. Correct by replacing ECU with one having revised settings addressing stalling.

NHTSA ID No.: 10V-507

Date of Company Notification: 10-19-10

Make: Kawasaki

Model: Vulcan

Model Year: 2009-10

Number of Vehicles: 6,187

Mfg. Campaign No. N/A – Engine Control Unit. DOM: 1/09–2/10. Engine may stall if rider is coasting with clutch pulled in due to improper setting of engine control unit (ECU). Engine stalling could result in crash with injury or death. Correct by replacing ECU with one containing revised settings to address engine stalling.

NHTSA ID No.: 12V-064

Date of Company Notification: 02-17-12

Make: Kawasaki

Model: Ninja ZX-10R

Model Year: 2008-10

Model: Ninja ZX-6 R

Model Year: 2009-10

Number of Vehicles: 20,512

Mfg. Campaign No. N/A – Battery. DOM: 12/07-7/11. Due to manufacturing error, regulator/rectifier may insufficiently charge battery. If battery discharges, motorcycle may stall without warning, resulting in crash. Correct by replacing voltage regulator.

NHTSA ID No.: 12V-134

Date of Company Notification: 03-30-12

Make: Kawasaki

Model: Concours 14

Model Year: 2009-12

Number of Vehicles: 273

Mfg. Campaign No. N/A – Fuse. DOM: 6/9-2/12. On police motorcycles, additional police accessories may cause 30-amp main fuse to blow. Additional police wiring harness may chafe leading to short, which may blow main fuse. If fuse blows, engine may stall resulting in crash. Correct by replacing main fuse and repairing battery as necessary.

NHTSA ID No.: 13V-328

Date of Company Notification: 07-29-13

Make: Kawasaki

Model: Ninja 300, 300 ABS

Model Year: 2013

Number of Vehicles: 11,097

Mfg. Campaign No. N/A – Electronic Control Unit. DOM: 7/12-4/13. Due to improper setting in electronic control unit (ecu), motorcycle may stall under deceleration, resulting in crash. Correct by replacing ecu.

NHTSA ID No.: 13V-370

Date of Company Notification: 08-16-13

Make: Kawasaki

Model: Concours 14

Model Year: 2012-13

Number of Vehicles: 61

Mfg. Campaign No. N/A – Fuse. DOM: N/A. On police motorcycles, additional police accessories may cause 30-amp main fuse to blow. Additional police wiring harness may chafe leading to short, which may blow main fuse. If fuse blows, engine may stall resulting in crash. (This is expansion of recall 12V-134.) Correct by repairing electrical system problems.

NHTSA ID No.: 13V-387

Date of Company Notification: 08-27-13

Make: Kawasaki

Model: Concours 14

Model Year: 2009-13

Number of Vehicles: 337

Mfg. Campaign No. N/A – Police Accessories. DOM: N/A. Improper installation of additional police accessories may cause multiple safety issues such as fuel leaks, reduction of braking ability and loss of electrical power to engine, resulting in stall. This campaign is independent of recalls 12V-134 and 13V-370 for blown fuses on police authority bikes. Correct by sending trained factory personnel to departments to repair motorcycles.

**Kia Motors America, Inc.**

NHTSA ID No.: 99V-317

Date of Company Notification: 11-09-99

Make: Kia

Model: Sephia

Model Year: 1998-99

Number of Vehicles: 102,944

Mfg. Campaign No. (N/A)—Fuel pump. DOM 9/97-5/99. Electrical current to fuel pump passes through connectors. If exposed to moisture, connectors could corrode. Over time, fuel pump will not receive enough current to operate, causing engine to stall. Correct by replacing and repositioning connectors to area where placement prevents contact with moisture.

NHTSA ID No.: 99V-325

Date of Company Notification: 11-19-99

Make: Kia

Model: Sportage

Model Year: 1997-99

Number of Vehicles: 76,986

Mfg. Campaign No. (N/A)— DOM 8/96-2/99. Wires connected to C123 and C124 connectors can be put under tension by movement of engine, thus pulling wires and connectors. Connections loosen, resulting in loss of circuit continuity that can cause engine stalling. Correct by installing spring clips to lock connectors together and soldering splice in wire harness.

NHTSA ID No.: 02V-040

Date of Company Notification: 02-4-02

Make: Kia

Model: Optima

Model Year: 2001

Number of Vehicles: 4,286

Mfg. Campaign No. (N/A) – Crankshaft position sensor. DOM: 9/00-2/01. On 2.5-liter V-6 engines, improperly manufactured crankshaft position sensors (CPS) were installed. CPS cases were improperly manufactured and did not meet dimensional specifications. Internal gaps within cases allowed epoxy to contact printed circuit board resulting in cracking of circuit board capacitor. Damaged CPS capacitor could result in engine stalling. Correct by replacing CPS.

NHTSA ID No.: 03V-067

Date of Company Notification: 01-19-03

Make: Kia

Model: Optima

Model Year: 2001

Number of Vehicles: 11,501

Mfg. Campaign No. SC021-Crankshaft. DOM-9/9/00-8/17/01. Crankshaft position sensor (CPS) does not meet dimensional specifications, allowing epoxy to contact printed circuit board, resulting in cracking of circuit board capacitor, causing engine stalling. Correct by replacing CPS.

### **Kenworth**

NHTSA ID No.: 99V-181

Date of Company Notification: 07-7-99

Make: Kenworth

Model: T600, T800, T2000, W900

Make: Peterbuilt

Model: 357, 377, 378, 379, 385

Model Year: 1998-99

Number of Vehicles: 272

Mfg. Campaign No. Kenworth 99KW02/ Peterbuilt 799-C—Engine. DOM: 12/98-6/99. Engine stall caused by software may increase steering effort required. Correct by updating engine software.

NHTSA ID No.: 02V-318.001

Date of Company Notification: 11-26-02

Make: Kenworth

Model: T300

Make: Peterbuilt

Model: 320, 330

Model Year: 2002

Number of Vehicles: 8

Mfg. Campaign No. 02KW5, 1102C. DOM-8/15/02-10/15/02. Fuel pumps experience high pressure seal failure resulting in short period of rough running and subsequent engine stall due to loss of fuel injection actuation pressure. Correct by replacing fuel pump.

### **Mazda (North America), Inc.**

NHTSA ID No.: 95V-033

Date of Company Notification: 02-17-95

Make: Mazda

Model: Protégé

Model Year: 1995

Number of Vehicles: 5,760

Engine. DOM - 10/94-11/94. Wire rod used in manufacture of engine valve springs can develop minute cracks causing springs to break. This break can cause engine chatter, damage to engine pistons and engine stall, and accident. Correct by replacing all 16 valve springs in engine.

NHTSA ID No.: 97V-228

Date of Company Notification: 12-9-97

Make: Mazda

Model: 626

Model Year: 1998

Number of Vehicles: 20,000

Mazda Campaign No. 73801 – Electronic control module. DOM - 8/97-12/97. Due to programming error, powertrain control module (PCM) installed can trigger shift in air-fuel ratio to over-lean condition. This can result in engine stall, which could lead to loss of vehicle control and crash. Correct by reprogramming PCM with correct engine control logic.

NHTSA ID No.: 98V-206.001

Date of Company Notification: 09-2-98

Make: Mazda

Model: 626, MX6

Model Year: 1997

Number of Vehicles: 40,000

Mfg. Campaign No. 76810 -- DOM: 12/96 - 6/97. External spring in timing belt tensioner can break and catch in timing belt, resulting in engine stalling. Correct by inspecting and replacing tensioner.

NHTSA ID No.: 00V-134

Date of Company Notification: 05-09-00

Make: Mazda

Model: 626

Model Year: 1998

Number of Vehicles: 31,000

Mfg. Campaign No. 92007—Engine. DOM 8/97-8/98. On cars with 2.0 liter engines, external spring in timing belt tensioner could break and get caught in timing belt, resulting in engine stalling. Correct by checking for and replacing affected tensioner.

NHTSA ID No.: 09V-126

Date of Company Notification: 04-16-09

Make: Mazda

Model: Mazda3

Model Year: 2010

Number of Vehicles: 25,400

Mfg. Campaign No. 5409D – Wiring Harness. DOM: 10/08-4/09. Clearance between engine harness and housing of starter motor may be insufficient. Due to this, covering of harness may be damaged through vibration during operation causing short-circuit between harness wires and starter housing. short-circuit can result in engine control malfunction and/or poor shift quality. main fuse may blow out causing engine to stall and inability of restart, resulting in crash. Correct by inspecting engine harness, adding protector clip on harness and repairing . If necessary, harness will be repaired.

**Mercedes-Benz of North America, Inc.**

NHTSA ID No.: 68-0027

Date of Company Notification: 3-29-68

Make: Mercedes-Benz

Model: 230, 230S, 250S

Model Year: 1968

Number of Vehicles: 2,404

Fuel delivered to engine during acceleration may cause engine to hesitate or stall. Correct by installing modified pump lever for accelerator pump on both carburetors.

NHTSA ID No.: 95V-031

Date of Company Notification: 02-10-95

Make: Mercedes

Model: 124 (E-Class)

Model Year: 1992-95

Number of Vehicles: 50,000

Electrical. DOM - 2/92-10/94. Front passenger metal footrest can abrade through wiring harness under footrest causing wiring harness to short circuit which can cause wires to overheat, stall engine, or inadvertently deploy airbag, increasing risk of accident. Correct by installing additional wiring harness cable fastener ties and edge protective covering for sharp edges of metal footrest.

NHTSA ID No.: 07V-594

Date of Company Notification: 12-21-07

Make: Dodge

Model: Sprinter 2500, Sprinter 3500

Make: Freightliner

Model: Sprinter 2500, Sprinter 3500

Model Year: 2007

Make: Fleetwood

Model: Icon, Pulse

Model Year: 2008

Number of Vehicles: 6,101

Mfg. Campaign No. N/A – Crankshaft Sensor. DOM: 5/06-1/08. Crankshaft sensor in diesel engines could fail due to separation of bond wires from lead frame in sensor. This results in interruption in electrical connection in chip housing of sensor. Vehicles may lose power rather than enter limp-home mode and cannot be restarted after failure of electrical connection in sensor, increasing risk of crash. Correct by replacing crankshaft sensor.

NHTSA ID No.: 08V-006

Date of Company Notification: 01-09-08

Make: Mercedes

Model: E-Class, GL, ML, R-Class

Model Year: 2006-08

Number of Vehicles: 9,004

Mfg. Campaign No. 2008010005 – Crankshaft Sensor. DOM: 5/06-10/07. Diesel engine crankshaft sensor could fail due to separation of bond wires from lead frame in sensor. This results in interruption in electrical connection in chip housing of sensor and vehicle may lose power rather than enter limp-home mode. Vehicle cannot be restarted after failure of electrical connection in sensor which could result in crash. Correct by replacing crankshaft sensor.

**Mitsubishi Motors Corp., USA (Mitsubishi Motor Sales, Inc.**

NHTSA ID No.: 02V-100

Date of Company Notification: 03-29-02

Make: Mitsubishi

Model: Diamante

Model Year: 2002

Number of Vehicles: 3,885

Mfg. Campaign No. (N/A) – Electrical. DOM: 8/01-11/01. Main under hood electrical wiring harness may have insufficient clearance with exhaust heat shield, resulting in melting of harness and erratic electrical behavior or engine stalling. Correct by inspecting harness, tying it away from heat shield, and repairing it if necessary occupant could occur. Correct by replacing fan belt, idler pulley, and belt tensioner.

**Motor Coach Industries, Inc**

NHTSA ID No.: 11V-548

Date of Company Notification: 11-10-11

Make: MCI

Model: D4505

Model Year: 2010-11

Number of Vehicles: 112

Mfg. Campaign No. 373 – Alternator. DOM: 5/10-9/11. Vehicles with Penntex alternators may collect moisture at power stud. Moisture may result in corrosion buildup at and around power stud base and create short circuit between power stud and alternator body. This could result in burning of power stud or power cable end, resulting in fire. Additionally, vehicle battery could discharge which could cause vehicle to stall. Correct by inspecting and modifying alternator installation.

**New Flyer Industries Ltd.**

NHTSA ID No.: 12V-002

Date of Company Notification: 01-04-12

Make: New Flyer

Model: XD35, XDE35, XD40, XDE40, XN40

Model Year: 2009-12

Number of Vehicles: 490

Mfg. Campaign No. R11-026 – Instrument Panel . DOM: 1/10-12/11. On transit buses with Parker-Hannifin (Vansco) instrument panel, programming of instrument panel is such that if multiple error messages are received by instrument panel from vehicle powertrain, “check engine” and/or “stop engine” indicator lamps on dash may not illuminate and engine may enter safety or shutdown mode of operation. Engine shutdown would result in loss of vehicle propulsion or vehicle stall, either of which could result in crash. Correct by reprogramming instrument panel.

NHTSA ID No.: 12V-466

Date of Company Notification: 09-24-12

Make: New Flyer

Model: C40LF, C40LFR

Model Year: 2005-06

Number of Vehicles: 163

Mfg. Campaign No. R12-025 - Turbocharger. DOM: 5/05-5/06. On transit buses with John Deere CNG turbocharged engines, turbine or compressor wheel may fail, resulting in damage to engine and/or oil leak. This may result in smoke, fire, and stalling and result in crash. (John Deere will conduct recall, see 12E-026.) Correct by installing new oxygen sensor and software. Correct by revising Closed Crankcase Vent System and installing turbocharger as necessary.

**Newmar Corp.**

NHTSA ID No.: 08V-075

Date of Company Notification: 02-20-08

Make: Newmar

Model: All Star, Dutch Star

Model Year: 2007-08

Model: Kountry Star Diesel Pusher, Ventana

Model Year: 2007

Number of Vehicles: 409

Mfg. Campaign No. N/A – Bussmann Box. DOM: N/A. Motor home may have loose connection between bus bar and grid pad due to pins being slightly smaller diameters after assembly. Electrical power may be lost to components of major chassis operating systems (engine, transmission, starting, cooling) causing vehicle to shut down and/or not be capable of powering up. Each vehicle could experience unique circumstance where one or combination of following conditions could occur: loss of electrical power to engine, transmission, starting and engine cooling systems, operation of right chassis stop/turn signal and right trailer stop/turn signal, anti-lock brake system, auxiliary brake system, heater elements in air dryer, and heater element in water-in-fuel separator. Newmar is working with Spartan to conduct recall (see 07V-363). Correct by replacing DVEC bussmann box.

**Nissan Diesel America, Inc.**

NHTSA ID No.: 95V-176

Date of Company Notification: 09-11-95

Make: Nissan Diesel

Model: UD1800, UD2300, UD2600, UD3000

Model Year: 1995

Number of vehicles: 890

Electrical. DOM - 02/95. Electrical wiring harness protector behind battery box can chafe or rub on driver's side lower frame rail flange causing possible failure of wiring harness protector and exposure or breakage of wiring. Failure of wiring harness can cause loss of electrical power to various vehicle components or systems, including headlights and windshield wipers. Loss of headlights during nighttime driving or loss of windshield wiper function during heavy rain can result in accident. Correct by installing plastic friction insulator on frame rail lower flange between flange and wiring harness protector. If protector or any of wiring has been broken, it will be repaired.

NHTSA ID No.: 06V-159

Date of Company Notification: 05-08-06

Make: Nissan Diesel

Model: UD1800, UD2000, UD2300, UD2600, UD3300

Model Year: 2005-06

Number of vehicles: 1,814

Mfg. Campaign No. N/A – Drive Belt. DOM: 1/04–4/04. On trucks with bando belt tensioner, corrosion or rust may develop on tensioner spindle or bushing causing auto tensioner to become stiff or bind. This can cause drive belt to suddenly come off or auto tensioner mounting bolts to break. If drive belt comes off, alternator warning lamp will illuminate which could result in loss of vehicle power (engine stall) and crash. Correct by replacing auto tensioner, installing upgraded mounting bolts, and replacing accessory drive belt.

NHTSA ID No.: 07V-207

Date of Company Notification: 05-01-07

Make: Nissan Diesel

Model: UD1800, UD2000, UD2300, UD2600, UD3300

Model Year: 2005-07

Number of vehicles: 6,074

Mfg. Campaign No. N/A – Drive Belt. DOM: 1/04–12/06. On trucks with Bando belt tensioner, corrosion or rust may develop on tensioner spindle or bushing causing auto tensioner to become stiff or bind. This can cause drive belt to suddenly come off or auto tensioner mounting bolts to break. If drive belt comes off, alternator warning lamp will illuminate which could result in loss of vehicle power (engine stall) and crash. Correct by replacing auto tensioner, installing upgraded mounting bolts, and replacing accessory drive belt.

NHTSA ID No.: 08V-617

Date of Company Notification: 11-24-08

Make: Nissan Diesel

Model: UD1800, UD2000, UD2300, UD2600, UD3300

Model Year: 2008

Number of vehicles: 549

Mfg. Campaign No. N/A – Fuel Injection Pump DOM: N/A. Failure of fuel injection pump drive coupler can occur as bottom corner of notched drive surface was improperly machined. With increased fuel pump pressure, required turning torque on drive coupler increases which could crack coupler at bottom corner without warning. Continued operation with cracked drive coupler could result in coupler becoming broken and causing engine to stall and not restart, resulting in crash. Correct by replacing fuel injection pump drive coupler.

**Nissan Motor Corp., USA**

NHTSA ID No.: 73-0052

Date of Company Notification: 2-26-73

Make: Datsun

Model: 240-Z

Model Year: 1973

Number of Vehicles: 16,274

Driver may experience difficulties in restarting engine when hot or engine may stall when making sharp right hand turn. This is due to design of float chamber of carburetor and characteristics of idle compensator and carburetor thermostat. Correct by inspecting and replacing carburetor or parts.

NHTSA ID No.: 01V-357

Date of Company Notification: 11-16-01

Make: Nissan

Model: Sentra

Model Year: 2000-01

Number of Vehicles: 103,000

Mfg. Campaign No. (N/A) – Hatch. DOM: 1/00-5/01. 1.8-liter engine could stop running while car is driven due to defective crank position sensor. This could also result in "Service Engine Soon" warning light coming on or reduced engine power. Correct by replacing crank position sensors.

NHTSA ID No.: 05V-319

Date of Company Notification: 07-12-05

Make: Nissan

Model: Murano

Model Year: 2003-05

Number of Vehicles: 8,412

Mfg. Campaign No. N/A – Alternator. DOM: 8/02-9/04. Wire breaking inside alternator could stop battery from charging causing charger warning and brake warning lamps to immediately come on and battery to discharge. After short time, engine will go into "fall safe" condition which will limit vehicle speed. Engine will stop running and could result in crash. Correct by inspecting and replacing alternator with new version which has been modified to prevent movement of coil.

NHTSA ID No.: 06V-242

Date of Company Notification: 06-28-06

Make: Nissan

Model: Altima, Sentra

Model Year: 2003-04

Number of Vehicles: 294,166

Mfg. Campaign No. R0606 – Electronic Control Module. DOM: 8/02-9/03. On vehicles with 2.5L engine, crankshaft position sensor can overheat causing brief interruption in signal output from sensor. If interruption in signal from crankshaft position sensor is so brief that electronic control module (ECM) logic does not have time to diagnose condition, engine may stop running without warning while vehicle is driven at low speed increasing risk of crash. Correct by reprogramming ECM.

NHTSA ID No.: 07V-527

Date of Company Notification: 11-08-07

Make: Nissan

Model: Altima,

Model Year: 2002

Model: Sentra

Model Year: 2005-06

Number of Vehicles: 653,910

Mfg. Campaign No. N/A – Electronic Control Module. DOM: 6/01–10/06. On vehicles with 2.5L engine, crankshaft position sensor can overheat causing brief interruption in signal output from sensor. If interruption in signal from crankshaft position sensor is so brief that electronic control

module (ECM) logic does not have time to diagnose condition, engine may stop running without warning while vehicle is driven at low speed increasing risk of crash. (This is expansion of recall 06V-242.) Correct by reprogramming ECM.

NHTSA ID No.: 09V-169

Date of Company Notification: 05-19-09

Make: Nissan

Model: Murano

Model Year: 2003-07

Number of Vehicles: 362,891

Mfg. Campaign No. N/A – Air Intake Duct. DOM: 4/02-10/07. Intake air ducts, connected to intermediate resonator in air intake system of engine, may separate from resonator with engine movement. This separation occurs due to premature aging of material used in intake air ducts which causes excessive shrinking. Engine may stall resulting in crash. Correct by inspecting and replacing/repairing appropriate components.

NHTSA ID No.: 10V-074

Date of Company Notification: 03-03-10

Make: Nissan

Model: Armada, Titan

Make: Infiniti

Model: QX56

Model Year: 2008

Number of Vehicles: 340,000

Mfg. Campaign No. N/A - Fuel Gauge. DOM: N/A. Instrument panel fuel gauge may inaccurately display that vehicle still has some fuel, typically about one quarter tank, when fuel tank is empty. This could cause vehicle to run out of gas and stall on highway, which could cause crash. Correct by replacing fuel sender unit inside fuel tank.

NHTSA ID No.: 10V-075

Date of Company Notification: 03-03-10

Make: Nissan

Model: Frontier, Pathfinder, Xterra

Model Year: 2006

Model: Frontier, Pathfinder, Xterra

Model Year: 2008

Number of Vehicles: 80,689

Mfg. Campaign No. N/A - Fuel Gauge. DOM: 1/06-1/08. Molded fuel tank shells can deform, causing fuel sender float arm to contact embossment molded into tank shell causing instrument panel fuel gauge to show that vehicle has approximately one quarter tank when fuel tank is empty. This could cause vehicle to run out of gas and stall in traffic, and result in crash. Correct by replacing fuel level sending unit inside fuel tank with new one that has modified float arm.

NHTSA ID No.: 10V-517

Date of Company Notification: 10-28-10

Make: Infiniti  
Model: QX56  
Make: Nissan  
Model: Armada, Titan  
Model Year: 2004-06  
Model: Frontier, Pathfinder, Xterra  
Model Year: 2005-06  
Number of Vehicles: 747,480  
Mfg. Campaign No. N/A – ECM. DOM: 8/03–6/06. Intelligent power distribution module assembly contains engine control module (ECM) relay that has diode for electrical current noise reduction. ECM relay may allow silicon vapor to form. Over time, silicon evaporates from diode molding which causes silicon oxide to develop on ECM relay contact due to arcing. This could cause engine stalling and crash. Correct by replacing ECM relay.

NHTSA ID No.: 11V-579  
Date of Company Notification: 12-15-11  
Make: Nissan  
Model: Sentra  
Model Year: 2010-11  
Number of Vehicles: 33,803  
Mfg. Campaign No. N/A - Battery. DOM: 05/10-10/10. On vehicles with MR20 engines, zinc coating applied to battery terminal stud bolt was thicker than specification. This can result in voltage drop that may cause difficulty starting vehicle and damage to engine control module. This can cause engine to stall while vehicle is in motion and it may not be possible to restart engine resulting in crash. Correct by replacing positive battery terminal and cover.

NHTSA ID No.: 11V-583  
Date of Company Notification: 12-08-11  
Make: Nissan  
Model: Juke  
Model Year: 2011  
Number of Vehicles: 28,294  
Mfg. Campaign No. N/A - Turbocharger. DOM: 4/10-5/11. Turbocharger boost sensor bracket may separate from air inlet tube due to defective weld. If bracket comes off, vehicle could stall while engine is idling without warning, resulting in crash. Correct by checking lot number on air inlet tube and replacing as necessary.

NHTSA ID No.: 12V-076  
Date of Company Notification: 02-29-12  
Make: Nissan  
Model: Quest  
Model Year: 2011-12  
Number of Vehicles: 23,531  
Mfg. Campaign No. N/A – DOM: 7/10-2/12. Due to software programming, while driving at slow speeds or idling on decline with ¼ tank fuel or less, there may be insufficient supply of fuel to

engine. As result, engine may stall. Vehicle stalling could increase risk of crash. Correct by reprogramming fuel pump control module.

NHTSA ID No.: 12V-088

Date of Company Notification: 03-06-12

Make: Infiniti

Model: M45

Model Year: 2003-04

Number of Vehicles: 8,120

Mfg. Campaign No. N/A – Fuel Gauge. DOM: 3/02-6/04. Due to circuit board failure, fuel gauge may read fuel level higher than actually exists. As result, vehicle may run out of gas without notice and stall without warning, resulting in crash. Correct by modifying circuit board.

NHTSA ID No.: 12V-398

Date of Company Notification: 08-14-12

Make: Infiniti

Model: JX35

Model Year: 2013

Number of Vehicles: 7,842

Mfg. Campaign No. N/A – Fuel Gauge. DOM: 2/12-6/12. Fuel transfer tube may be misrouted inside fuel tank. As result, fuel level float may be prevented from dropping as fuel is consumed and fuel gauge may read fuel level higher than actually exists. If fuel gauge does not accurately show when tank is near empty, vehicle may run out of gas unexpectedly, stall, and result in crash. Correct by inspecting and re-routing fuel transfer tube and installing new o-ring.

NHTSA ID No.: 13V-430

Date of Company Notification: 02-29-12

Make: Infiniti

Model: M35, M45

Model Year: 2011-12

Number of Vehicles: 98,307

Mfg. Campaign No. R1306 – Accelerator Pedal. DOM: 4/04-10/10. Accelerator pedal sensor signal may deteriorate resulting in incorrect signal output causing engine to go into fail-safe mode. Throttle valve deposits may cause engine to stall when vehicle comes to stop or at idle, resulting in crash. Correct by replacing accelerator pedal assembly and reprogramming engine control module.

### **Optima Bus Corp.**

NHTSA ID No.: 05V-110

Date of Company Notification: 3-18-05

Make: Optima

Model: AH-28, Opus 34, Opus 39, RT-52

Model Year: 1998-03

Number of Vehicles: 417

Mfg. Campaign No. (N/A)–Fuel pump. DOM: 5/98-2/03. Fuel lift pump fails to transfer fuel appropriately creating engine stall condition. Correct by replacing fuel lift pump.

**Oshkosh Truck Corporation**

NHTSA ID No.: 94V-130

Date of Company Notification: 07-19-94

Make: Oshkosh

Model: MB-FD, MC-FD, MT-FD

Model Year: 1989-90

Model: MB-FG, MC-FG

Model Year: 1990-91

Number of Vehicles: 398

Electrical. DOM—N/A. On motorhome chassis, depending on location and electrical demand, combination of corrosion and heat can cause momentary break on either of two electrical circuits at bulkhead connector. If these circuits fail, ignition, parking light, fuel pump, fuse panels and secondary electrical braking system will lose power. Should primary hydraulic brake power assist fail, loss of power to secondary electrical braking system can result in increased stopping distances and accident. Correct by running power from battery directly to stop lamp and ignition switches. This will eliminate bulkhead connection for ignition circuit and back-up brake circuit as well as divide load on two circuits in question.

**Peugeot, Inc.**

NHTSA ID No.: 86V-019

Date of Company Notification: 1-31-86

Make: Peugeot

Model: 505

Model Year: 1986

Number of Vehicles: 200

Mfg. Campaign No. (N/A)—Electrical. DOM—11/85-12/85. Retaining bolts used throughout car which ground electrical systems and components were improperly heat treated, making bolts brittle and subject to breakage. Depending on bolt which fails, vehicle will experience loss of power to fuel pump, front and rear lighting, windshield wipers, dashboard lights and/or interior accessories without warning. Loss of power to fuel pump will cause car to stall which may present highway hazard. Loss of lights and/or windshield wiper action may prevent driver from having clear of road or have car be visible to other traffic which may lead to accident. Correct by installing replacement bolts which are properly heat treated.

**Piaggio USA, Inc.**

NHTSA ID No.: 07V-252

Date of Company Notification: 06-07-07

Make: Moto Guzzi

Model: Griso

Model Year: 2006-07

Number of Vehicles: 232

Mfg. Campaign No. N/A – Fuel Pump. DOM: 3/06-7/06. Fuel pump hose may swell and change dimensions, thereby loosening its fit around fitting at fuel pump. Fuel pressure could drop, causing erratic motor operation, difficulty in starting vehicle or stalling, resulting in crash. Correct by replacing fuel pump assemblies.

NHTSA ID No.: 08V-305

Date of Company Notification: 07-09-08

Make: Moto Guzzi

Model: Norge 1200

Model Year: 2007-08

Number of Vehicles: 646

Mfg. Campaign No. N/A – Headlight. DOM: 10/06-5/08. On motorcycles with Triom headlights, low beam bulb and headlight reflectors, headlight low beam bulb has "pigtail" wire attached to it. This wire connects low beam bulb to motorcycle's wiring harness. It may touch hardware used to secure bulb in reflector. Insulation may wear through causing direct short to ground. Main fuse can blow and all electrical power to motorcycle stops. Engine stalls which can result in crash. Correct by installing new bulb with extra protection around power wire.

NHTSA ID No.: 09V-188

Date of Company Notification: 06-02-09

Make: Moto Guzzi

Model: BV 500

Model Year: 2006-08

Model: X9 500

Model Year: 2005-07

Number of Vehicles: 2,428

Mfg. Campaign No. N/A – Fuel Hose. DOM: 11/04-11/07. Fuel hose connecting fuel filter to fuel pump may come loose and completely disconnect with drop in, or loss of, fuel pressure to engine which can result in engine stalling and crash. Fuel leak can also result in fire. Correct by replacing length of fuel hose connecting fuel pump to fuel filter.

### **Polaris**

NHTSA ID No.: 02V-263

Date of Company Notification: 09-24-02

Make: Victory

Model: V92C , V92C Sportcruiser

Model Year: 1999-01

Model: V92C Special Edition

Model Year: 2000

Model: V92C Deluxe Cruiser

Model Year: 2001

Number of Vehicles: 9,120

Mfg. Campaign No. V02-05-Fuel Pump. DOM-7/1/98-7/25/01. Fuel pump fails, causing poor engine performance and stalling. Correct by inspecting and replacing fuel pumps.

NHTSA ID No.: 03V-111

Date of Company Notification: 3-21-03

Make: Victory

Model: V92C Standard, V92C Deluxe Cruiser, V92C Deluxe Touring, V92C Touring

Model Year: 2002

Number of Vehicles: 1,786

Mfg. Campaign No. V-02-06-Fuel Pump. DOM-12/6/00-5/9/02. Outlet port of fuel pump may dislodge from pressure regulator housing, reducing fuel pressure at fuel rail, and causing engine to stall. Correct by reworking fuel pumps.

NHTSA ID No.: 07V-510

Date of Company Notification: 11-01-07

Make: Victory

Model: Vision

Model Year: 2008

Number of Vehicles: 326

Mfg. Campaign No. V-07-01 – Voltage Regulator. DOM: 5/07-10/07. Voltage regulator/rectifier assembly may have overcharging condition which in conjunction with loose battery connection could cause stalling with loss of control of motorcycle resulting in crash. Correct by replacing voltage regulator/rectifier and inspecting battery cables for tightness.

NHTSA ID No.: 08V-131

Date of Company Notification: 03-20-08

Make: Victory

Model: Vision

Model Year: 2008

Number of Vehicles: 1,585

Mfg. Campaign No. V-08-01 – Ignition Switch. DOM: 5/07-3/08. Electrical contact plate on ignition switch base may not be properly secured to ignition switch body, which can cause unexpected loss of electrical power to vehicle resulting in vehicle stall, loss of control and crash. Correct by fully securing ignition switch base to switch body.

NHTSA ID No.: 08V-446

Date of Company Notification: 09-03-08

Make: Victory

Model: Vision

Model Year: 2008

Number of Vehicles: 2,444

Mfg. Campaign No. V-08-03 – Electronic Control Module. DOM: 5/07-5/08. Terminal nuts that secure main power supply wires could be loose at circuit breaker, which can cause unexpected loss of electrical power to motorcycle. Also current fuel ignition map pre-programmed into electronic control module can cause engine stalling. Either condition could cause engine to stall, and result in loss of control and crash. Correct by inspecting and tightening circuit breaker terminal nuts and re-programming ECM

**Porsche Cars North America, Inc.**

NHTSA ID No.: 85V-039

Date of Company Notification: 4-4-85

Make: Porsche

Model: 944

Model Year: 1985

Number of Vehicles: 1,530

Mfg. Campaign No. F02—Fuel Hose. DOM—1/2/85-2/19/85. Fuel hose may be damaged due to too much pressure in crimping hose end fitting. fuel leak could develop which could cause loss in system pressure and engine stalling. Also, fuel vapors in engine compartment could be ignited by spark and cause fire. (Hoses will be modified by cutting off crimped end fitting and replacing it with nipple fitting secured with screw-tightened clamp.

NHTSA ID No.: 12V-107

Date of Company Notification: 03-21-12

Make: Porsche

Model: 911 Carrera S

Model Year: 2012

Number of Vehicles: 1,232

Mfg. Campaign No. AC02 – Fuel Line. DOM: 10/11-1/12. Interference between coolant line and fuel line may cause fuel line to become disconnected at quick connector. If fuel line becomes disconnected, fuel leak may occur leading to engine misfiring or stalling, resulting in crash or fire. Correct by replacing fuel line.

NHTSA ID No.: 13V-506

Date of Company Notification: 10-17-13

Make: Porsche

Model: Cayenne

Model Year: 2013-14

Number of Vehicles: 207

Mfg. Campaign No. AD03 – Instrument Cluster. DOM: 5/13-7/13. Calculated range of remaining fuel displayed on instrument cluster may be higher than actual range. Fuel level indicated by fuel gauge may also be higher than fuel in tank. Display inaccuracies may result in vehicle unexpectedly running out of fuel and stalling, resulting in crash. Correct by updating instrument cluster software

**Prevost Car, Inc. (Nova Bus Inc., now part of Volvo Group, AB)**

NHTSA ID No.: 11V-364

Date of Company Notification: 07-18-11

Make: Volvo Bus

Model: 9700

Model Year: 2009-11

Number of Vehicles: 185

Mfg. Campaign No. SR11-52 – Fuse Box. DOM: 10/08-7/11. Poorly tightened nuts on front and rear fuse box connections may cause interruptions in electrical supply and engine stall without warning. Loose connections may create excessive heat and lead to fire. Correct by inspecting fuse box and repairing as necessary.

**Rousch Performance Products**

NHTSA ID No.: 08V-523

Date of Company Notification: 10-08-08

Make: Ford

Model: F-150

Model Year: 2007-08

Number of Vehicles: 213

Mfg. Campaign No. N/A – LPG Fuel System. DOM: N/A. On trucks altered to use liquid propane injection, hydro-carbon paper affixed to inside of airbox lid may dislodge during operation. This may result in loss of performance, illumination of malfunction indicator lamp (mil) and stalling of vehicle resulting in crash. Correct by replacing airbox lid.

**Saab Cars USA, Inc. (Saab Cars North America, Inc., Saab-Scania of America, Inc.)**

NHTSA ID No.: 84V-019

Date of Company Notification: 2-22-84

Make: Saab

Model: 900

Model Year: 1981-82

Number of Vehicles: 24,705

Mfg. Campaign No. 257—Fuel pump. DOM—8/80-7/82. Electric fuel pump may stop and engine stall due to poor electrical contact at bridge connector located on top of fuel gauge transmitter. Also, there may be heat damage to plastic top of gauge transmitter which may result in fuel vapor leak in conjunction with causing intermittent pump operation. Correct by inspecting gauge transmitter and replacing, if necessary. Also, fuel pump connection will be made in new, separate connector and new ground wire installed directly to body.

NHTSA ID No.: 95V-066

Date of Company Notification: 07-7-95

Make: Saab

Model: 900

Model Year: 1995

Number of Vehicles: 5,383

Electrical. DOM - 7/94-12/94. Upon startup voltage drop to engine control module can cause malfunction where engine speed fluctuates from 600 to 3,000 RPM for up to 30 seconds before normal engine idle of 900 RPM which may cause driver to lose control of vehicle.

NHTSA ID No.: 05V-399

Date of Company Notification: 09-13-05

Make: Saab

Model: 9-3, 9-5

Model Year: 2000-02

Number of Vehicles: 103,202

Mfg. Campaign No. 15021 – Ignition Module. DOM: 6/99–6/00. Vehicles with B205/B235 4-cylinder gasoline engines and B308 6-cylinder gasoline engines may experience overheating and burnout of isolated gated bipolar transistor (igbt) within ignition discharge module (idm) due to increased susceptibility to electrical loads. Overheating of igbt occurs most often at engine start-up, but may also occur while engine is running resulting in stalling and crash. Correct by inspecting to see what version idm is in vehicle and replacing idm if it is version built prior to introduction of qp3.

NHTSA ID No.: 06V-410

Date of Company Notification: 10-23-06

Make: Saab

Model: 9-5

Model Year: 2002-03

Number of Vehicles: 5,078

Mfg. Campaign No. 05087/15021B – Ignition Module. DOM: 6/01–6/03. Vehicles with B308 6-cylinder gasoline engines may experience overheating and burnout of isolated gated bipolar transistor (IGBT) within ignition discharge module (IDM) due to increased susceptibility to electrical loads. Overheating of IGBT occurs most often at engine start-up, but may also occur while engine is running. Engine stalling may occur, resulting in crash. (Recall is expansion of 05V-399.) Correct by inspecting to see what version IDM is in vehicle and replacing IDM if built prior to January 2003.

NHTSA ID No.: 11V-015

Date of Company Notification: 01-19-11

Make: Saab

Model: 9-3

Model Year: 2010-11

Number of Vehicles: 4,400

Mfg. Campaign No. 15029 – Fuel Pump. DOM: 6/10-10/10. Fuel pumps may have internal components with incorrect specifications and can seize causing engine to stall and result in crash. Correct by replacing fuel pump.

### **Southeast Toyota Distributors**

NHTSA ID No.: 98V-278

Date of Company Notification: 11-3-98

Make: Toyota

Model: RAV4, Avalon, Sienna

Model Years: 1998-99

Number of Vehicles: 1,960

Mfg. Campaign No.[N/A] -- DOM: 7/98 - 10/98. On sport utility vehicles, mini vans, and passenger cars with aftermarket theft deterrent systems distributed by Southeast Toyota Distributors, in states of Alabama, Florida, Georgia, North and South Carolina. alarm wiring harness plugs into vehicle's ignition switch and vehicle's ignition switch wiring harness plugs into alarm harness to complete circuit. percentage of femal terminals used in alarm connector were found to be defective, causing 'open circuit' condition when mated to male ignition switch terminals. This condition can cause intermittent performance of vehicle's electrical components such as dash warning lights and/or HVAC fan speed controls. Also, vehicle may not run smoothly and stall. Dealers will inspect date code label on security system harness and any displaying manufacturing/final date code will be replace with newly produced harnesses. date codes are: RAV4 – 6/24/98, 6/25/98, 6/26/98; Sienna – 6/25/98, 6/26/98; Avalon – 6/30/98, 7/1/98, 8/31/98, 9/1/98, 9/2/98, and 9/3/98.

### **Spartan Chassis, Inc.**

NHTSA ID No.: 05V-063

Date of Company Notification: 2-25-05

Make: Spartan

Model: BV, CV, SB, School Bus

Model Year: 1999

Model: SBFE, SBFE-2142, SP

Model Year: 1999-2000

Model: TB2242

Model Year: 1998

Number of Vehicles: 84

Mfg. Campaign No. SPEC 05006–Fuel pump. DOM: 2/98-12/00. Fuel lift pump fails to transfer fuel appropriately creating an engine stall condition. Correct by replacing fuel lift pump.

NHTSA ID No.: 06V-094

Date of Company Notification: 03-29-06

Make: Spartan

Model: K2, K3, MG, MM

Model Year: 2006-07

Number of Vehicles: 54

Mfg. Campaign No. SPEC 06005 – Electrical Power Box. DOM: 11/05–3/06. Bussman box was incorrectly soldered and could fail. Electrical power may be lost to components of major chassis operating systems (engine, transmission, starting, cooling) causing vehicle to shutdown and/or not be capable of powering up. One or combination of following conditions may occur: loss of electrical power to engine, transmission starting and engine cooling systems, operation of right chassis stop/turn signal and right trailer stop/turn signal, anti-lock brake system, auxiliary brake system, heater elements in air dryer, and/or heater element in water in-fuel separator which could result in crash. Correct by replacing defective components.

NHTSA ID No.: 07V-363

Date of Company Notification: 08-10-07

Make: Spartan

Model: K2, K3, MG, MM, NG, SG, SU

Model Year: 2006-08

Number of Vehicles: 3,693

Mfg. Campaign No. 07025 – Electrical system. DOM: 11/05–7/07. On motor home chassis, loose connection may exist between bus bar and grid pad due to pins being slightly smaller diameters after assembly. Electrical power may be lost to components of major chassis operating systems (engine, transmission, starting, cooling) causing vehicle to shut down and/or not be capable of powering up. Each vehicle could experience unique circumstance where one or combination of following conditions could occur: loss of electrical power to engine, transmission, starting and engine cooling systems, operation of right chassis stop/turn signal and right trailer stop/turn signal, anti-lock brake system, auxiliary brake system, heater elements in air dryer, and heater element in water-in-fuel separator. Correct by replacing DVEC Bussmann box.

**Subaru of America, Inc.**

NHTSA ID No.: 79V-016

Date of Company Notification: 1-10-79

Make: Subaru

Model: All models

Model Year: 1977-78

Number of Vehicles: 170,000

Mfg. Campaign No. NR. Fuel/Carburetor. DOM—9/2/78-8/1/78. Engine may stall during operation at temperatures approximately +2120+25 F (+2129+25C) and below caused by carburetor and secondary throttle valve shaft icing. This is caused by condensed moisture in crankcase being drawn into carburetor and freezing. Correct by inspecting and installing new Positive Crankcase Ventilation System.

### **Supreme Corp.**

NHTSA ID No.: 02V-115

Date of Company Notification: 03-18-02

Make: Startrans

Model: Classic American Trolley

Model Year: 1999-01

Number of Vehicles: 8

Mfg. Campaign No. (N/A) – Inertia switch. DOM: 9/00-3/01. On 29' propane powered buses, inertia switch is mounted under dash. Due to vibration switch could activate during operation causing vehicle to stall. Correct by relocating switch to chassis frame rail.

### **Suzuki Motor Corp.**

NHTSA ID No.: 78V-087

Date of Company Notification: 4-6-78

Make: Suzuki

Model: GS1000C, GS1000EC

Model Year: 1978

Number of Vehicles: 7,450

Mfg. Campaign No. NR. Fuel tank/cap. Motorcycles. defect in fuel tank cap vent system could fail to vent properly. This could lead to full restriction due to vacuum "lock" which could result in unpredictable engine stalling and/or lessened performance. Also, fuel tank may expand due to internal pressure resulting from exposure to heat such as direct sunlight. Correct by replacing rubber restrictor piece with new plastic restrictor piece and other associated components.

NHTSA ID No.: 98V-287

Date of Company Notification: 11-6-98

Make: Suzuki

Model: GSX-R750W, TL1000RW

Model Year: 1998

Number of Vehicles: 6,087

Mfg. Campaign No. 2035/2036—Fuel hose. DOM: 9/97-4/98. Hose connecting fuel pump to fuel filter can come off, causing leak of fuel pressure to fuel injection systems. This can prevent motorcycle from starting or can cause engine to stall. Engine stalling while riding can reduce driver's ability to control motorcycle, increasing risk of crash. Correct by replacing original rubber fuel hose with combination metal and rubber fuel hose set.

NHTSA ID No.: 04V-396

Date of Company Notification: 08-10-04

Make: Suzuki

Model: Verona

Model Year: 2004

Number of Vehicles: 16,488

Mfg. Campaign No. KE-Fuel control. DOM: 6/03-7/04. Fault in adaptive fuel control logic causes vehicles to use air/fuel ratios during deceleration that are lean enough to cause engine stalling. Correct by reprogramming electronic control module.

NHTSA ID No.: 05V-372

Date of Company Notification: 08-25-05

Make: Suzuki

Model: AN400 Burgman

Model Year: 2003

Model: AN400

Model Year: 2004

Model: AN650 Burgman

Model Year: 2003-04

Number of Vehicles: 5,869

Mfg. Campaign No. 2082 – Ignition Switch. DOM: 8/02–1/04. If ignition switch is not fully turned from ‘off’ to ‘on’ position, there may be unstable contact between ignition switch contacts which can cause arcing. Heat from arcing can melt internal switch base plate causing ignition switch to fail, engine stall, lights go out, and operator may be unable to restart scooter. This could result in crash. Correct by replacing ignition switch terminal case assembly.

NHTSA ID No.: 08V-249

Date of Company Notification: 06-03-08

Make: Suzuki

Model: GSX-1300RK8

Model Year: 2008

Number of Vehicles: 9,109

Mfg. Campaign No. 2A05 – Wiring Harness. DOM: N/A. Improper routing of ignition switch wiring harness can cause bent portion of wiring harness to flex rather than slide when handlebar is moved from right to left or left to right. Repeated side-to-side movement of handlebar, and flexing of bent portion wiring harness, can cause ignition switch lead wires to become cut or broken. This can result in intermittent or complete loss of electrical power, which can result in loss of lighting and/or stalling of engine, resulting in crash. Correct by inspecting ignition switch lead wire routing. If lead wire harness is incorrectly routed, correct by replacing lower portion ignition switch (which contains ignition switch lead wires) and making sure wiring harness is properly routed.

NHTSA ID No.: 11V-055

Date of Company Notification: 01-27-11

Make: Suzuki

Model: Grand Vitara

Model Year: 2009-11

Model: SX4

Model Year: 2010-11

Number of Vehicles: 32,291

Mfg. Campaign No. SM – Drive Belt. DOM: 09/08-10/10. Tension adjuster pulley for drive belt that operates alternator, water pump, air conditioner compressor and power steering pump, has internal spring that can break due to repeated stress. If spring breaks, drive belt will not be adjusted properly and can slip, causing squeaking noise, or come off causing driver to increase to steer vehicle. This can also cause coolant temperature indication to rise, which can lead to engine overheating, or can cause charging light to come on, which can lead to battery discharge and engine stall. If drive belt comes off, requiring driver to use increased steering effort, or engine stalls, vehicle crash could occur. Correct by replacing tension adjuster pulley.

NHTSA ID No.: 11V-108

Date of Company Notification: 02-23-11

Make: Suzuki

Model: AN400, DL1000, GSF1250S, GSX-R600, GSX-R750, GSX650F, VLR1800

Model Year: 2008-09

Model: GSX1300BK

Model Year: 2008

Model: GSX1300R, VL800

Model Year: 2008-10

Model: SFV650, VZ1500

Model Year: 2009-10

Number of Vehicles: 73,426

Mfg. Campaign No. N/A - Rectifier. DOM: 7/07-9/09. Regulator/rectifier assemblies may have insufficient adhesion between power module (circuit board) and rectifier case that contains heat sink to dissipate heat. Heat generated on power module circuit board can cause circuit board to deform, and lift of case. This condition causes excessive heat on circuit board and uncontrolled electric current output, which can result in insufficient charging current being provided to motorcycle battery. This can cause discharge of battery and can lead to engine stalling and/or no-start condition, resulting in crash. Correct by replacing regulator/rectifier with improved part.

NHTSA ID No.: 11V-055

Date of Company Notification: 01-27-11

Make: Suzuki

Model: Grand Vitara

Model Year: 2009-11

Model: SX4

Model Year: 2010-11

Number of Vehicles: 32,291

Mfg. Campaign No. SM – Drive Belt. DOM: 09/08-10/10. Tension adjuster pulley for drive belt that operates alternator, water pump, air conditioner compressor and power steering pump, has internal spring that can break due to repeated stress. If spring breaks, drive belt will not be adjusted properly and can slip, causing squeaking noise, or come off causing driver to increase to steer vehicle. This

can also cause coolant temperature indication to rise, which can lead to engine overheating, or can cause charging light to come on, which can lead to battery discharge and engine stall. If drive belt comes off, requiring driver to use increased steering effort, or engine stalls, vehicle crash could occur. Correct by replacing tension adjuster pulley.

**Thomas Built Buses, Inc.**

NHTSA ID No.: 81V-049

Date of Company Notification: 4-2-81

Make: Thomas

Model: School Bus-Minotaur Type

Model Year: 1981

Number of Vehicles: 9

Mfg. Campaign No. NR. Fuel. DOM—NR. School Buses. Vehicles are in danger of fuel exhaustion resulting in stalling. This would occur if driver is unaware that vehicle is has single tank only and shifts selector switch from standard tank to auxiliary tank. Correct by inspecting and modifying.

NHTSA ID No.: 86V-021

Date of Company Notification: 2-3-86

Make: Thomas

Model: All

Model Year: 1985

Number of Vehicles: 468

Mfg. Campaign No. (N/A)—Battery Cable. DOM—1/85-12/85. battery cable routing change may cause positive cable to rub against right front spring rear hanger, possibly causing short circuit in cable at point of chafing. short circuit at this location could result in loss of electrical power to vehicle and could possibly cause fire. Correct by repairing.

NHTSA ID No.: 95V-006

Date of Company Notification: 1-30-95

Make: Thomas

Model: Bus, Citiliner

Model Year: 1994-95

Number of Vehicles: 80

Electrical. DOM - N/A. power connector in main wiring harness can become corroded causing loss of power. This can result in total loss of power to bus, immobilizing bus, disable lights, and accident. Correct by replacing and sealing connectors.

NHTSA ID No.: 95V-170

Date of Company Notification: 11-27-95

Make: Thomas

Model: MVP-EF

Model Year: 1994-95

Number of vehicles: 300

Electrical. DOM - 06/94-08/95. Routing of positive battery cable can allow heat from air discharge line to melt cable. Which can result in short circuit and loss of power to vehicle.

NHTSA ID No.: 97V-018

Date of Company Notification: 03-31-97

Make: Thomas

Models: SAF-T-Liner

Model Year: 1994-96

Number of vehicles: 1,800

Electrical System. DOM - 11/94-11/96. Nut that secures vehicles main power supply can loosen causing loss of contact. This can result in loss of vehicle power. Correct by removing original nut, located at electrical panel that secures vehicle's main power supply, and replacing with flat washer and locking nut.

NHTSA ID No.: 02V-085

Date of Company Notification: 03-15-02

Make: Thomas

Model: MVP- ER

Model Year: 1995-01

Number of Vehicles: 4,800

Mfg. Campaign No. VON 49 – Cooling fan. DOM: 5/95-3/01. Misalignment of fan drive system components can cause premature belt and pulley bearing wear. If school bus is disabled by cooling system failure and is stalled on side of road, crash resulting in injury to school bus

NHTSA ID No.: 08V-622

Date of Company Notification: 11-26-08

Make: Thomas

Model: ER, HX, MVP -EF, MVP- ER

Model Year: 2003

Number of Vehicles: 18,198

Mfg. Campaign No. FL-539 – Circuit Breaker. DOM: 2/02-10/08. On school and transit buses with dual power switch, solid state circuit breakers may trip unnecessarily resulting in loss of power to bus chassis and body electrical circuits causing unexpected loss of engine power and exterior lighting which could result in vehicle crash. Correct by replacing solid state dual power switch with mechanical circuit production.

NHTSA ID No.: 10V-396

Date of Company Notification: 09-03-10

Make: Thomas

Model: MVP- EF

Model Year: 2009-11

Number of Vehicles: 1,117

Mfg. Campaign No. N/A – Fuse Box. DOM: 9/08–7/10. On school buses, megafuse junction box is located in area exposed to excessive road splash and spry. Cable connections may corrode rapidly and cause power cable to become separated from power source resulting in unexpected engine shutdown or loss of vehicle lighting and W/S wipers. This could result in vehicle crash. Correct by repairing.

NHTSA ID No.: 10V-397

Date of Company Notification: 09-03-10

Make: Thomas

Model: MVP- EF

Model Year: 2009-11

Number of Vehicles: 56

Mfg. Campaign No. N/A – Fuse Box. DOM: 9/08–7/10. On non-school buses with megafuse junction box located in area exposed to excessive road splash and spray, cable connections may corrode rapidly and cause power cable to become separated from power source resulting in engine shutdown or loss of vehicle lighting and W/S wipers. This could result in crash. Correct by repairing.

NHTSA ID No.: 13V-364

Date of Company Notification: 08-15-13

Make: Thomas

Model: Saf-T-Liner EF, Saf-T-Liner EFX, Saf-T-Liner HDX

Model Year: 2013-14

Number of Vehicles: 8

Mfg. Campaign No. FL-643 – Fuel Heater. DOM: 1/12-10/12. On buses with auxiliary fuel pickup tube for use with optional chassis coolant heater, information label affixed to auxiliary heater fuel pickup tube may detach and fall off into fuel tank, inhibiting fuel delivery to engine. This may cause engine to stumble, run erratically, or stall while driving, resulting in crash. Correct by inspecting tanks and auxiliary heater fuel pickup tubes for labels and removing same.

NHTSA ID No.: 13V-365

Date of Company Notification: 08-15-13

Make: Thomas

Model: Saf-T-Liner EF, Saf-T-Liner EFX, Saf-T-Liner HDX

Model Year: 2013-14

Number of Vehicles: 237

Mfg. Campaign No. FL-643 – Fuel Heater. DOM: 1/12-10/12. On buses with auxiliary fuel pickup tube for use with optional chassis coolant heater, information label affixed to auxiliary heater fuel pickup tube may detach and fall off into fuel tank, inhibiting fuel delivery to engine. This may cause engine to stumble, run erratically, or stall while driving, resulting in crash. Correct by inspecting tanks and auxiliary heater fuel pickup tubes for labels and removing same.

**Thor America (Thor Industries, Inc., Thor California, Inc., Thor Motor Coach)**

NHTSA ID No.: 11V-178

Date of Company Notification: 03-05-11

Make: Thor

Model: Chateau Citation

Model Year: 2011

Model: Chateau, Four Winds

Model Year: 2010-12

Make: Four Winds

Model: Siesta

Model Year: 2011

Model: Freedom Elite, Majestic

Model Year: 2011-12

Number of Vehicles: 1,175

Mfg. Campaign No. N/A - Oxygen Sensor. DOM: 3/10-3/11. Wiring for oxygen sensor connected to catalytic converter may not be properly secured. Wiring can fall onto exhaust, melt, and short out causing check engine light and, in some cases, engine to shut down while driving which can result in crash. Correct by securing oxygen sensor with clamp and additional fastener.

**Toyota Motor Sales, U.S.A., Inc.**

NHTSA ID No.: 72-0014

Date of Company Notification: 1-12-72

Make: Toyota

Model: Corolla-1200 Sedan Coupe Station Wagon, Corolla-1600 Sedan Coupe Station Wagon

Model Year: 1971

Number of Vehicles: 110,614

Engine stall or engine hesitation may occur due to malfunctions in evaporative emission control system. Engine hesitation or stall may be hazardous in driving due to lack of fuel or loss of power after prolonged high speed driving. Correct by inspecting and modifying emission control system.

NHTSA ID No.: 78V-200

Date of Company Notification: 9-6-78

Make: Toyota

Model: Corona

Model Year: 1978

Number of Vehicles: 5,700

Mfg. Campaign No. NR. Fuel/valve. DOM—3/78-7/78. Sedans and station wagons. Due to production assembly error, fuel system pressure relief valve, when experiencing very severe temperatures, may cause valve spring seat to dislodge; fuel supply to carburetor may decrease. This could result in engine hesitation or stalling and difficulty in restarting. Correct by inspecting and replacing relief valve assembly where required.

NHTSA ID No.: 83V-133

Date of Company Notification: 12-6-83

Make: Toyota

Model: Cressida, Celica Supreme, Corolla, Van

Model Year: 1984

Model: Camry

Model Year: 1983-84

Number of Vehicles: 48,737

Mfg. Campaign No. (N/A)—Electrical/Voltage Regulator. DOM—7/83-11/83. On cars poor soldering of alternator-mounted voltage regulator may lead to loss of alternator charging malfunction warning and charging control function and/or to "over-charge" condition. Continued operation under this "over-charge" condition could result in misfiring or engine stall and eventual battery case fracture. Correct by inspecting and replacing affected regulators.

NHTSA ID No.: 84V-108

Date of Company Notification: 10-3-84

Make: Toyota

Model: Cressida, Supra

Model Year: 1983-84

Number of Vehicles: 74,275

Mfg. Campaign No.410. Oil pressure sender gauge may be defective which may cause sending unit to leak oil or may cause engine to lock up.

NHTSA ID No.: 06V-266

Date of Company Notification: 07-18-06

Make: Toyota

Model: Echo, Prius

Model Year: 2001-02

Number of Vehicles: 34,771

Mfg. Campaign No. 60G – Crankshaft Position Sensor. DOM: 1/01–10/01. Due to improper molding of resin body of crankshaft position sensor installed on engine block, engine oil may penetrate seal and enter sensor wiring connector. Wiring harness connector may not be sufficiently attached to locking tab of sensor wiring connector. Engine oil inside sensor wiring connector could cause expansion due to heat of engine and deform sensor wiring connector, disconnecting connector. Engine could stall and not restart, resulting in crash. Correct by replacing crankshaft position sensor.

NHTSA ID No.: 10V-309

Date of Company Notification: 07-06-10

Make: Lexus

Model: GS350, GS450H, LS460, LS460L

Model Year: 2007-08

Model: GS460, LS600HL

Model Year: 2008

Model: IS350

Model Year: 2006-08

Number of Vehicles: 138,874

Mfg. Campaign No. ALE – Valve Spring. DOM: 8/05-8/08. Micro-foreign objects in material of valve spring may degrade strength of valve spring, causing spring to break. Engine could fail and stop suddenly while vehicle is in motion, and result in crash. Correct by repairing.

NHTSA ID No.: 10V-384

Date of Company Notification: 08-26-10

Make: Toyota

Model: Corolla, Matrix

Model Year: 2005-08

Number of Vehicles: 1,128,659

Mfg. Campaign No. AOJ – Engine Control Module. DOM: 4/04-1/08. Engine control module (ecm) on vehicles with 1ZZ-FE engine and two-wheel drive may develop crack at solder points or on varistors on circuit board. Engine warning lamp could be illuminated, harsh shifting could result,

engine may not start, or engine could shut off in driving which could result in crash. Correct by inspecting and replacing ECM as necessary.

NHTSA ID No.: 11V-342

Date of Company Notification: 06-29-11

Make: Toyota

Model: Highlander Hybrid

Model Year: 2006

Make: Lexus

Model: RX400H

Model Year: 2006-07

Number of Vehicles: 82,273

Mfg. Campaign No. BOJ/BLD-Hybrid Inverter. DOM: 2/05-8/06. Intelligent Power Module inside hybrid inverter may contain inadequately soldered transistors that during high-load driving, may be damaged by heat caused by large current. Various warning lamps, including malfunction indicator lamp, slip indicator light, brake system warning light, and master warning light, will be illuminated on instrument panel. Vehicle may enter fail-safe/limp-home mode that limits Driveability of vehicle. Hybrid system may shut down while vehicle is being driven, causing vehicle to stall unexpectedly, resulting in crash. Correct by inspecting hybrid inverter production number and replacing Intelligent Power Module as necessary.

NHTSA ID No.: 12V-536

Date of Company Notification: 11-14-12

Make: Toyota

Model: FCHV-ADV

Model Year: 2009-11

Model: Prius

Model Year: 2004-09

Number of Vehicles: 350,662

Mfg. Campaign No. N/A – DOM: 8/03-9/11. During manufacturing, scratch may have occurred inside of electrically driven water pump at coil wire. Coil wire may corrode at scratched portion and break and water pump could stop. Corroded coil wire could cause short circuit between coil wires and open fuse, creating stall-like condition of hybrid system while vehicle is being driven, resulting in crash. Correct by replacing electric water pump.

### **Triumph Motorcycles America Ltd**

NHTSA ID No.: 11V-434

Date of Company Notification: 08-22-11

Make: Triumph

Model: Tiger 800, Tiger 800 XC

Model Year: 2011-12

Number of Vehicles: 1,485

Mfg. Campaign No. 431 – ECU Software. DOM: 9/10-6/11. Faulty engine management software lower rpms and when decelerating engine could stall, resulting in crash. Correct by downloading new engine management software into motorcycles electronic control unit.

NHTSA ID No.: 12V-445

Date of Company Notification: 09-12-12

Make: Triumph

Model: Daytona 675, Street Triple

Model Year: 2006-09

Number of Vehicles: 10,366

Mfg. Campaign No. N/A – Regulator. DOM: N/A. Regulator/rectifier can overheat and prevent motorcycle from charging. Once battery is fully discharged, motorcycle may stall, resulting in crash leading to personal injury. Correct by inspecting and replacing regulator/rectifier.

**United Motors of America, Inc**

NHTSA ID No.: 08V-167

Date of Company Notification: 04-11-08

Make: UM

Model: V2C-650, V2S-650

Model Year: 2007

Number of Vehicles: 1,145

Mfg. Campaign No. N/A – Fuel Tank Cap. DOM: 4/06-2/07. Motorcycles have fuel tank cap gaskets that prevent proper tank ventilation. This could result in vehicle stalling, crash and/or fuel leakage which could result in fire. Correct by modifying gas cap gasket.

**Volkswagen of America, Inc.**

NHTSA ID No.: 77V-182

Date of Company Notification: 10-12-77

Make: Volkswagen

Model: Rabbit, Scirocco

Model Year: 1978

Number of Vehicles: 18,500

VW campaign code DX. Two rubber elbows may be damaged as result of installing improper clamps during assembly. These elbows are located at each end of plastic pipe leading from throttle valve body housing to brake booster vacuum pump. Such failure could cause engine stalling and eventually loss of power assist brakes. Correct by replacing both elbows and installing new type clamps.

NHTSA ID No.: 83V-117

Date of Company Notification: 10-26-83

Make: Volkswagen

Model: Rabbit Pickup

Model Year: 1977-80

Model: Rabbit Convertible

Model Year: 1980-82

Model: Scirocco

Model Year: 1976-82

Make: Audi

Model: Fox

Model Year: 1976-79

Model: 4000

Model Year: 1980-81

Number of Vehicles: 930,000

Mfg. Campaign No. NB/FS—Electrical Fuel Pump. DOM—9/75-8/82. On fuel injected cars electrical connector in fuse panel could overload and thus overheat and malfunction. This would cause electrical supply to fuel pump to be interrupted and vehicle to stall or not start. Such stalled vehicle presents safety hazard that could result in accident or injury. Correct by inspecting fuse box and its connectors for corrosion, correct where necessary, and install bypass adapter to fuel pump's electrical system.

NHTSA ID No.: 84V-152

Date of Company Notification: 11-16-84

Make: Volkswagen

Model: Scirocco, Convertible

Model Year: 1985

Number of Vehicles: 4000

Mfg. Campaign No. (N/A)—Fuel, Feeder Hose. DOM—8/84-10/84. Cars with fuel injected system. fuel supply hose connected to transfer pump, which is located in fuel tank, can loosen from its connection. Should this happen fuel supply to engine is interrupted and vehicle stalls. stalled vehicle presents hazard to highway traffic and may cause accident. Correct by installing modified fuel hose.

NHTSA ID No.: 85V-090

Date of Company Notification: 7-17-85

Make: Volkswagen

Model: Scirocco

Model Year: 1985

Number of Vehicles: 20,560

Mfg. Campaign No. (N/A)—Fuel Pump, Inside Gas Tank. DOM—8/84-5/85. fuel pump located inside fuel tank could fail during high ambient temperatures. This failure is caused by bearing tolerances which do not accommodate temperature expansions. In event that fuel pump fails, it will interrupt fuel supply to engine, vehicle will stall and could cause traffic hazard on highway. Correct by installing modified fuel pump, hose and clamps.

NHTSA ID No.: 87V-052

Date of Company Notification: 4-8-87

Make: Volkswagen

Model: Vanagon Syncro

Model Year: 1986-87

Number of Vehicles: 15,500

Mfg. Campaign No. PB—Fuel Tank. DOM—8/85-1/87. Use of fuel with "Reid" vapor pressure up to 14 psi. could, under high engine load and high ambient temperatures, lead to stalling. Fuel flow could become restricted and cause engine to stall. Correct by installing new fuel tank, containing redesigned fuel filter, as well as modified control units.

NHTSA ID No.: 87V-053 Recall (supercedes 85V-090)

Date of Company Notification: 4-8-87

Make: Volkswagen

Model: Jetta, Golf, Scirocco, Cabriolet

Model Year: 1985-87

Number of Vehicles: 278,520

Mfg. Campaign No. PC—Fuel Pump. DOM—8/84-11/86. On cars with dual fuel pump system, fuel pump, located inside fuel tank, could seize during high ambient temperatures because of extremely fine mesh fuel filter restricting fuel flow. Fuel supply to engine would be partially interrupted, resulting in stalling. Correct by installing modified fuel pump and filter.

NHTSA ID No.: 91V-068

Date of Company Notification: 4-15-91

Make: Volkswagen

Model: Corrado

Model Year: 1990-91

Number of Vehicles: 8,500

Mfg. Campaign No. RG. Fuel pump filter. DOM: 10/89-10/91. Fuel filter housing, which serves as base for fuel pump (located in fuel tank) could deform, resulting in fuel pump becoming loose. loose and improperly seated fuel pump can cause reduced fuel flow to engine resulting in possible Driveability problems and stalling of vehicle. Correct by replacing fuel filter.

NHTSA ID No.: 93V-102

Date of Company Notification: 6-14-93

Make: Volkswagen

Model: Corrado

Model Year: 1992-93

Number of Vehicles: 4,300

Engine wiring harness. DOM — 8/91-11/92. Cars with VR6 engine. engine compartment electrical wiring harness may have been routed too close to sheet metal edge. wiring can become damaged during operation due to chafing, resulting in electrical short. Engine could stall or radiator fan could stop operating causing engine to overheat. Either condition could result in vehicle accident. Correct by rerouting and securing various wiring harnesses inside engine compartment.

NHTSA ID No.: 95V-178

Date of Company Notification: 9-15-95

Make: Volkswagen

Models: Corrado, Jetta, Passat

Model Year: 1993-95

Number of vehicles: 34,000

Engine fan. DOM - 04/93-02/95. Passenger vehicles with VR6 engines. Improper material was used in manufacturing radiator fan motor shaft causing shaft to wear and become noisy. worn and noisy fan motor shaft can seize, rendering fan motor inoperative, eventually causing engine to overheat and stall. stalled vehicle in traffic can result in vehicle accident. Correct by replacing complete cooling fan assembly on vehicles that have potential shaft material problem.

NHTSA ID No.: 98V-100

Date Company Notification: 05-13-98

Make: VW

Model: Beetle

Model Year: 1998

Number of Vehicles: 8,500

Mfg. Campaign No. (N/A)—Electrical. DOM – 01/98-05/98. Electrical wiring located in engine compartment is routed too close to edge of vehicle's battery tray. Wiring can become damaged over time by chafing and air-conditioner compressor and/or fuel pump can malfunction. This can cause vehicle to stall or result in wiring fire in engine compartment. Correct by installing modified battery tray and inspecting, properly routing, and securing wiring.

NHTSA ID No.: 00V-137

Date Company Notification: 05-11-00

Make: Audi

Model: A6

Model Year: 1998-00

Number of Vehicles: 48,500

Mfg. Campaign No. LB—Fuel Gauge. DOM 8/98-11/99. Sulfur in fuel interacts with additives found in widely available gasoline, causing sulfur to deposit on contact points of fuel sending units mounted inside fuel tank. Sulfur deposits could cause fuel gauge to read full while fuel tank is not full or could be empty. Running out of fuel without warning while fuel gauge indicates there is sufficient fuel in tank could result in crash. Correct by replacing all three fuel sending units.

NHTSA ID No.: 01V-157

Date Company Notification: 05-02-01

Make: Audi

Model: A6 Quattro

Model Year: 1998-00

Number of Vehicles: 58,000

Mfg. Campaign No. LH —Fuel Gauge. DOM: 08/98-12/00. Sulfur in fuel interacts with additives found in widely available gasoline causing sulfur to become deposited on contact points of three fuel sending units mounted inside fuel tank. Sulfur deposits cause fuel gauge to read full while fuel tank is not. Running out of fuel without warning can result in crash. Correct by replacing fuel level sending units with units using new alloy.

NHTSA ID No.: 11V-151

Date Company Notification: 03-01-11

Make: VW

Model: Routan

Model Year: 2010

Number of Vehicles: 12,612

Mfg. Campaign No. 28G1/U8 – Ignition Key. DOM: 10/09-6/10. Vehicles may experience inadvertent ignition key displacement from run to accessory position while driving causing engine to shut off which could result in crash. Correct by replacing win module.

NHTSA ID No.: 11V-196

Date Company Notification: 03-29-11

Make: VW

Model: Jetta

Model Year: 2009

Number of Vehicles: 71,043

Mfg. Campaign No. N/A - Fuse. DOM: 3/10-3/11. Vehicles may have electrical wiring and fuse layout where converter box is protected by same fuse used by signal horn and anti-theft alarm system. Should that fuse be blown, converter box will be disconnected from power supply which, in turn, will shut off applications such as engine management system, lighting system, and wipers. Engine could stall, or headlights or wipers could turn off unexpectedly, leading to crash without warning. Correct by separating wiring for horn and theft protection horn from power supply of converter box and routing wires to separate fuses.

**Volvo of America Corp.**

NHTSA ID No.: 81V-131

Date of Company Notification: 10-5-81

Make: Volvo

Model: DL

Model Year: 1981

Number of Vehicles: 5,750

Mfg. Campaign No. NR. Electrical and Ignition. DOM—8/80-6/81. Some vehicles high voltage transients within electrical system may cause high voltage peak which due to insufficient grounding between rotor and distributor shaft, can disturb hall switch. This can result in ignition misfiring or intermittent stalling. Correct by inspecting and installing modified ignition components.

NHTSA ID No.: 82V-134

Date of Company Notification: 12-21-82

Make: Volvo

Model: DL, GL

Model Year: 1982

Number of Vehicles: 31,420

Mfg. Campaign No. (N/A)—Electronic Ignition. DOM—8/81-3/82. On vehicles with computer-controlled electronic ignition systems, increased resistance in system wiring connectors may cause ignition misfiring or, in extreme cases, intermittent stalling. This is due to possible presence of lacquer, plastic residue on pins and imperfect pin diameters. Correct by inspecting and inserting contact pin sleeves designed to provide scraping action and to provide higher contact pressure within connector.

NHTSA ID No.: 07V-226

Date of Company Notification: 05-24-07

Make: Volvo

Model: S60, S80

Model Year: 2003-04

Number of Vehicles: 38,700

Mfg. Campaign No. R181 – Fuel Pressure Sensor. DOM: 2/03–3/04. Fuel pressure sensor located on left end of fuel rail may transmit incorrect signal regarding fuel pressure to engine control module. If signal is outside of pre-programmed allowable limits, diagnostic trouble code may be set and check engine light will come on. Soldered joints on circuit board of fuel pressure sensor may crack due to temperature changes and excessive vibrations. Misfire may occur during driving that, in turn, will reduce engine torque and in worst case scenario, engine may stall without warning which could cause crash. Correct by replacing fuel pressure sensor.

NHTSA ID No.: 08V-033

Date of Company Notification: 01-28-08

Make: Volvo

Model: S40, V50

Model Year: 2004-06

Number of Vehicles: 23,000

Mfg. Campaign No. 190 – Fuel Pump. DOM: 11/02-8/05. Fuel pump electronic module can become corroded internally in reoccurring, long-term exposure to environmental conditions such as salty-wet conditions. This can cause faulty signal to fuel pump, resulting in low or no fuel pressure to engine. This recall is limited to vehicles sold in or currently registered in states of CT, DE, IL, IN, IA, ME, MD, MA, MI, MN, MO, NH, NJ, NY, OH, PA, RI, VT, WV, WI, DC. Check engine light may illuminate. vehicle may fail to start or stall, resulting in crash. Correct by replacing electronic module and installing in new location to prevent corrosion.

NHTSA ID No.: 08V-206

Date of Company Notification: 05-06-08

Make: Volvo

Model: S80, XC90

Model Year: 2008

Number of Vehicles: 102

Mfg. Campaign No. 197 – Engine Mount. DOM: 3/08-4/08. Vehicles with V8 engines may have incorrect bolts to engine mount. Aluminum bracket for engine mount could break due to lack of adequate clamping force, causing engine to come in contact with sub-frame, resulting in reduced engine torque or stalling of engine without prior warning, resulting in crash. Correct by inspecting and replacing incorrect engine mount bolts and brackets.

NHTSA ID No.: 09V-343

Date of Company Notification: 09-01-09

Make: Volvo

Model: S80

Model Year: 2008-10

Model: XC60

Model Year: 2010

Model: XC70

Model Year: 2009-10

Number of Vehicles: 11,993

Mfg. Campaign No. R215 – Electronic Control Module. DOM: 3/07-8/09. Software within central electronic module may not send signal to fuel pump electronic module. Missing signal to fuel pump module inhibits start of fuel pump. Driver may be able to start engine in spite of fuel pump not being activated due to residual pressure in fuel system and be able to drive short distance at idle but then engine may stall, resulting in crash. Correct by downloading software to central electronic module.

NHTSA ID No.: 10V-579

Date of Company Notification: 11-17-10

Make: Volvo

Model: S60, S80, XC60, XC70

Model Year: 2011

Number of Vehicles: 6,046

Mfg. Campaign No. R234 – ECM. DOM: N/A. Software calibration for fuel cut-off functionality in engine control module (ECM) is too sensitive. Sudden engine stall could occur and result in crash. Correct by updating ECM and TCM software.

NHTSA ID No.: 11V-303

Date of Company Notification: 06-01-11

Make: Volvo

Model: S60

Model Year: 2012

Number of Vehicles: 7,558

Mfg. Campaign No. R243 – Fuel Pump Software. DOM: 11/10-5/11. Software for fuel pump units may not be compatible with all fuel pumps and components resulting in insufficient fuel transfer in pump unit. Engine hesitation and stall can occur even though fuel gauge indicates up to 1/4 of fuel is left in tank. This may result in vehicle crash. Correct by upgrading engine control module software.

NHTSA ID No.: 12V-317

Date of Company Notification: 07-06-12

Make: Volvo

Model: S80

Model Year: 2011-13

Number of Vehicles: 1,469

Mfg. Campaign No. 255 – Transmission Control Module. DOM: N/A. Software error may prevent transmission from downshifting such as shifting from fifth to fourth gear when coasting. This may result in decreased engine rpms and engine stall, resulting in crash. Correct by upgrading software to transmission control module.

### **Western Recreational Vehicles**

NHTSA ID No.: 05V-250

Date of Company Notification: 05-12-05

Make: Western

Model: Alpine Coach

Model Year: 1998-05

Model: Avalanche

Model Year: 2005–06

Number of Vehicles: 89

Mfg. Campaign No. CSAR 1056 – Electronic Control Module. DOM: 2/04–4/05. On vehicles with Vansco VMM 2820 modules, module may experience failure of all operational function which will result in loss of engine operation. Should this occur while coach is being driven, coach would have to be coasted to stop without power assist for steering which could result in loss of control and crash. Correct by replacing modules.

**Western Star Trucks, Inc.**

NHTSA ID No.: 87V-030

Date of Company Notification: 1-20-87

Make: Western Star

Model: All

Model Year: 1986

Number of Vehicles: 90

Mfg. Campaign No. W-8611—Fuel Tank. DOM—9/8/86-11/28/86. Aluminum fuel tank pickup welds could crack and allow air to be drawn into fuel pump resulting in engine stall with loss of power steering, air compression and engine brake. Correct by replacing fuel tank.

NHTSA ID No.: 94V-247

Date of Company Notification: 12-20-94

Make: Western Star

Model: Conventional

Model Year: 1994

Number of Vehicles: 192

Electrical. DOM—1/6/94-10/26/94. ECM ground terminals installed with residual stress on terminal may fatigue and fail. This could cause engine to stop and not re-start. Sudden stopping of engine can cause loss of power steering assist. Correct by modifying ECM ground terminal installation.

**Yamaha International Corp.**

NHTSA ID No.: 85V-041

Date of Company Notification: 4-10-85

Make: Yamaha

Model: VMX12N, VMX12NC

Model Year: 1985

Number of Vehicles: 5,757

Mfg. Campaign No. Unknown. Electrical System Starter Solenoid. lead wires connecting battery to starter solenoid, and solenoid to starter may be misrouted and damaged. damaged wires may short causing engine to stop running and lights to go out.

NHTSA ID No.: 06V-371

Date of Company Notification: 09-28-06

Make: Yamaha

Model: FJR1300

Model Year: 2003–05

Model: FZS600, YZF-R1

Model Year: 2004-06

Model: XV1700

Model Year: 2002-05

Number of Vehicles: 39,000

Mfg. Campaign No. N/A – Throttle Position Sensor. DOM: 11/02–3/05. Improperly designed throttle position sensor could cause intermittently unstable idle while engine is at idling speed when motorcycle is stopped or during low-speed operations. Engine could stall as result. If engine stalls after operator disengages clutch in low gear while riding, rear tire might slip momentarily if operator abruptly re-engages clutch, resulting in crash with injury or death. Correct by replacing throttle position sensor.

NHTSA ID No.: 07V-039

Date of Company Notification: 02-06-07

Make: Yamaha

Model: Road Star Warrior

Model Year: 2002-07

Number of Vehicles: 15,659

Mfg. Campaign No. N/A – Electrical. DOM: 5/01-8/06. Lead wires for pick-up coil can break while engine is running, causing engine to stall and be impossible to restart. If this occurs while motorcycle is being ridden, vehicle crash could occur. Correct by replacing pick-up coil.

NHTSA ID No.: 08V-180

Date of Company Notification: 04-23-08

Make: Yamaha

Model: CP250

Model Year: 2006-07

Model: YP400

Model Year: 2005-07

Number of Vehicles: 9,600

Mfg. Campaign No. M2008-002R – Fuel Pump. DOM: 7/04-4/07. Engine could stall and be difficult to restart because wire terminals in fuel pump wire coupler have corroded. Water can enter from main wire harness end and run through harness to fuel pump coupler. If water remains in coupler for extended period of time, terminals can become corroded, which can prevent fuel pump from operating properly. This could result in crash with injury or death. Correct by installing sub-harness designed to allow any water between wire harness and fuel pump to drain out before it reaches fuel pump. If either main wire harness connector or fuel pump connectors is already corroded, corresponding assembly(ies) will also be replaced.

NHTSA ID No.: 09V-002

Date of Company Notification: 01-08-09

Make: Yamaha

Model: FJR1300

Model Year: 2006-09

Number of Vehicles: 9,325

Mfg. Campaign No. N/A – Ignition Switch. DOM: 2/06-12/08. Internal switch wiring could become disconnected and interrupt electrical current flow, stalling engine. Operator may be unable to start or restart engine resulting in crash. Correct by replacing ignition switch.

NHTSA ID No.: 09V-360

Date of Company Notification: 09-17-09

Make: Yamaha

Model: FJR1300, FZS600, YZF-R1

Model Year: 2005

Number of Vehicles: 180

Mfg. Campaign No. N/A – Throttle Position Sensor. DOM: 10/04-4/05. Throttle position sensor can fail and cause engine stall resulting in crash. Correct by replacing throttle position sensor.

NHTSA ID No.: 11V-338

Date of Company Notification: 06-27-11

Make: Yamaha

Model: FJR1300

Model Year: 2006-09

Number of Vehicles: 9,850

Mfg. Campaign No. N/A - Wiring Harness. DOM: 2/06-3/09. Ground joint connector of wiring harness could overheat and become deformed, causing intermittent ground wire connection. If electrical system is not properly grounded, ignition system and/or other electrical components could malfunction, which could cause engine to stall and result in crash with injury or death. Correct by installing additional wire sub-lead or, if ground joint connector has already been damaged from overheating, by installing new main wiring harness.

### **Yugo America, Inc.**

NHTSA ID No.: 91V-130

Date of Company Notification: 6-00-91

Make: Yugo

Model: G V Plus

Model Year: 1990-91

Number of Vehicles: 3,676

Electronic ignition control unit. DOM: N/A. Electronic control unit has faulty rubber seal which allows water to infiltrate and short circuit unit. Vehicle could stall and fail to restart without prior warning. Correct by installing rubber seal between unit and firewall to which it is welded.

### **Stalling Recalls from 1966 through 2013**

Center for Auto Safety

Washington DC

May 2014

QUARTER	SEQUENCE_ID	DI ID	MAKE	MODEL	MODEL_YEAR	VIN	INCIDENT_DATE
2007 Q1	46	None	DODGE	GRAND CARAVAN	2007	1D4GP24R67B...	2/24/2007
2008 Q1	98	DI08-073	JEEP	LIBERTY 4X4	2007	1J4GL48K57W...	5/3/2007
2008 Q2	229	DI08-108	DODGE	RAM2500HD QUADCAB 4X4 S	2007	1D7KS28C57J...	5/6/2007
2009 Q1	41	None	DODGE	RAM1500 QUADCAB SWB	2007	1D7HA18P77J...	12/3/2007
2009 Q1	63	DI09-063	JEEP	WRANGLER 4-DR 4X4	2008	1J4GA39158L...	8/17/2008
2009 Q2	25	None	DODGE	RAM2500HD QUADCAB 4X4 S	2008	3D7KS28A58G...	4/27/2009
2009 Q3	14	DI10-014	DODGE	RAM2500HD QUADCAB 4X4 S	2007	3D7KS28DX7G...	2/10/2008
2010 Q2	13	None	DODGE	GRAND CARAVAN	2009	2D8HN54199R...	4/5/2010
2010 Q3	24	DI11-001	DODGE	JOURNEY	2010	3D4PG5FV1AT...	5/12/2010
2011 Q1	36	DI11-068	DODGE	RAM1500 QUADCAB 4X4 SWI	2008	1D7HU18298S...	12/18/2010
2011 Q2	15	DI11-093	DODGE	GRAND CARAVAN	2008	2D8HN44H48R...	2/27/2011
2011 Q2	22	DI11-093	DODGE	RAM1500 REGCAB SWB	2010	3D7JB1EK2AG...	5/2/2011
2011 Q3	42	No Data	JEEP	GRAND CHEROKEE 4X4	2011	1J4RR4GG4BC...	6/16/2011
2011 Q3	49	No Data	JEEP	WRANGLER 4-DR 4X4	2011	1J4BA6H10BL...	6/17/2011
2011 Q4	23	DI12-013	DODGE	GRAND CARAVAN	2011	2D4RN5DG5BR...	10/29/2011
2012 Q1	38	None	JEEP	GRAND CHEROKEE 4X4	2008	1J8GR48K28C...	4/9/2010
2012 Q2	23	DI12-062	DODGE	JOURNEY	2009	3D4GG57V49T...	6/16/2011
2012 Q3	36	DI12-106	JEEP	GRAND CHEROKEE 4X4	2011	1J4RR4GG4BC...	12/20/2010
2012 Q3	22	DI12-106	DODGE	JOURNEY	2009	3D4GG67VX9T...	7/6/2012
2012 Q3	4	None	CHRYSLER	TOWN&COUNTRY	2008	2A8HR64X18R...	8/14/2012
2012 Q3	5	None	CHRYSLER	TOWN&COUNTRY	2008	2A8HR44H38R...	10/11/2011
2013 Q1	26	None	JEEP	GRAND CHEROKEE 4X4	2007	1J8GR48K97C...	4/26/2012
2013 Q1	20	None	DODGE	RAM1500 QUADCAB SWB	2007	1D7HA18257S...	4/23/2012
2013 Q4	32	No Data	JEEP	WRANGLER 4-DR 4X4	2012	1C4BJWFG4CL...	11/8/2013

DEATHS	INJURIES	STATE_OR_COMPONENT_A	COMPONENT_B	COMPONENT_C	COMPONENT_D
1	0	WI Unknown			
1	0	NY Power Train			
1	0	LA Rollover	Air Bags		
3	1	LA Unknown			
1	0	FL Air Bags	Seat Belts		
2	0	IA Unknown			
1	3	VENEZUELA Rollover	Air Bags		
1	0	FL Unknown			
1	1	UT Air Bags			
1	0	TX Fire Related	Engine & Engine Cooling	Fuel System	Speed Control
1	0	CA Power Train			
1	0	KY Air Bags			
1	0	SC Speed Control			
1	0	OK Power Train			
1	0	MI Air Bags			
1	1	AZ Air Bags	Seat Belts		
1	2	GA Air Bags	Seat Belts		
1	0	MO Speed Control			
1	0	TX Service Brake			
1	1	MN Air Bags			
1	0	AR Air Bags	Seats	Other	
1	0	WV Unknown			
1	0	TX Air Bags	Seat Belts		
2	0	CHINA Air Bags			

COMPONENT\_E

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# CENTER FOR AUTO SAFETY

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202-328-7700 ◆ www.autosafety.org

August 27, 2014

The Honorable David J. Friedman  
Acting Administrator  
National Highway Traffic Safety Administration (NHTSA)  
1200 New Jersey Avenue SE, West Building  
Washington, D.C. 20590

Dear Administrator Friedman:

The Center for Auto Safety (CAS) [filed a petition for defect investigation on August 21](#) regarding Chrysler Totally Integrated Power Modules (TIPM) failures. We write to you today in order to supplement our petition with information taken from NHTSA's Early Warning Reporting (EWR) database.

CAS has reviewed a number of complaints from both the CAS and NHTSA complaint databases. These complaints implicate the Chrysler TIPM in vehicle stalling, airbag non-deployment, random horn, headlight, taillight, power window, door lock, instrument panel and windshield wiper activity, failure of fuel pump shutoff resulting in unintended acceleration, and fires. Since the TIPM functions as the central gateway for all vehicle electronics, there are multiple EWR component codes that could point to the defect. These codes include airbags, electrical system, engine and engine cooling, exterior lighting, fire related, powertrain, service brake, speed control, and unknown.

[Attachment A](#) contains EWR information on all fatal crashes involving the components associated with TIPM failure. There are 24 such crashes involving 28 deaths that the agency must consider in reviewing our petition, at least twelve of which have been the subject of DI requests. There are also a large number of injury crashes reported to EWR that involve these components. Which of these crashes are related to TIPM failure is a matter that can only be known after an evaluation of each crash.

As [CAS has previously highlighted](#) in relation to GM ignition switch failures, the summary information provided in manufacturer EWR reporting is so general as to be functionally useless when evaluating a complex defect involving multiple vehicle components. There is simply no way for an analyst reviewing EWR reports to determine whether or not an individual EWR report relates to a defect under investigation. Until NHTSA expands EWR component coding, the agency has to obtain and look at the underlying documents for each and every crash reported to EWR when evaluating defect trends.

In the immediate case involving Chrysler TIPM failures, CAS requests that NHTSA place all DI records related to these crashes in the public file for the defect petition. Additionally, the agency must follow up on all EWR reports concerning death or injury in the subject vehicles in the Center's defect petition, particularly those involving any component likely to be associated with TIPM failure. Given the ability of manufacturers to select non-relevant components under EWR [as Toyota did in delaying the tie-rod recall 05V-389](#) that led to [a \\$16 million fine](#), the Center calls on NHTSA to obtain the underlying documents on all Chrysler EWR death reports on the subject vehicles for crashes related to TIPM failure and place them in the defect petition public file.

Sincerely,

A handwritten signature in black ink, appearing to read 'm/brooks', is centered below the closing. The signature is fluid and cursive.

Michael Brooks  
Staff Attorney