This report, updated monthly, is designed to provide you with a summary of active NHTSA Defect Investigations. The investigations listed below are grouped according to type of investigation (Preliminary Evaluation, Engineering Analysis, Recall Query, and Defect/Recall Petition) and identify the products under investigation, the alleged problem, and the investigation status. For up-to-date details on specific investigations, you can enter its Action # in the NHTSA SAFETY ISSUE ID box after selecting the "search by NHTSA ID" link on the NHTSA "Safety Issues & Recalls" page at: https://www.nhtsa.gov/recalls#vehicle

If you're having any safety problem with your vehicle, whether or not identified on the list below, please Contact Us today or file an online vehicle safety complaint at: https://www-odi.nhtsa.dot.gov/VehicleComplaint/

APRIL 2020

<table>
<thead>
<tr>
<th>Action#</th>
<th>MMY</th>
<th>Subject</th>
<th>Date Opened</th>
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<tr>
<td>EA06-004</td>
<td>2004-06 DODGE DURANGO AND 2005-06 DODGE DAKOTA</td>
<td>STEERING WHEEL AND STEERING SHAFT BOLTS</td>
<td>09-MAR-2006</td>
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<td>EA14-002</td>
<td>2011-2013 Kia Sorento</td>
<td>Spontaneous Sunroof Breakage</td>
<td>12-MAY-2014</td>
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<td>EA15-001</td>
<td>Various MY 2001-2011 models with Takata air bag inflators</td>
<td>Air Bag Inflator Rupture</td>
<td>24-FEB-2015</td>
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<tr>
<td>EA16-001</td>
<td>2014 Freightliner Business Class M2</td>
<td>CNG Fuel System Integrity</td>
<td>03-FEB-2016</td>
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<td>EA16-003</td>
<td>Various models equipped with ARC air bag inflators</td>
<td>Air Bag Inflator Rupture</td>
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<td>EA17-001</td>
<td>2015-2016 Freightliner Cascadia Trucks</td>
<td>Windshield Wiper Motor Failure</td>
<td>03-APR-2017</td>
<td>08-APR-2020</td>
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<td>EA17-004</td>
<td>2010 Ford Fusion</td>
<td>Power Steering Failure</td>
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<tr>
<td>EA18-001</td>
<td>MY 2009 Nissan Murano</td>
<td>Extended Braking Distances</td>
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<tr>
<td>EA18-003</td>
<td>2010-2014 MY Volkswagen Models (see list in summary)</td>
<td>Air Bag Clockspring Failure</td>
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<td>EA18-005</td>
<td>2018 MY Tiguan</td>
<td>Seat Belt Webbing Failure</td>
<td>03-JUL-2018</td>
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<tr>
<td>EA18-006</td>
<td>2008-2013 Toyota Highlander</td>
<td>Upper Steering Column Separation</td>
<td>16-NOV-2018</td>
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<td>EA19-001</td>
<td>Various MY 2010 to 2019 vehicles w/ZF air bag control unit</td>
<td>Air Bag ACU Electrical Overstress</td>
<td>19-APR-2019</td>
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<td>EA19-004</td>
<td>MY 2014 -2018 Ram 2500-3500 w/4x2 Style Drag Link</td>
<td>Steering loss due to linkage separation</td>
<td>01-DEC-2019</td>
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<td>PE16-014</td>
<td>MY13-16 Ram 1500 &amp; MY14-16 Dodge Durango with Rotary Shifter</td>
<td>Vehicle Rollaway</td>
<td>16-DEC-2016</td>
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<td>PE18-001</td>
<td>2018 Volkswagen Tiguan</td>
<td>Seat Belt Webbing Failure</td>
<td>10-JAN-2018</td>
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<td>PE18-007</td>
<td>2013 Ford Escape 1.6L GTDI</td>
<td>Loss of Motive Power</td>
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<td>PE18-012</td>
<td>2014-2016 GM Pickups / SUVs (K2XX Platform, 1500 Series)</td>
<td>Brake Vacuum Pump Failure</td>
<td>20-NOV-2018</td>
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<td>PE18-014</td>
<td>2012 - 2014 MY Range Rover Evoque</td>
<td>Loss of Brake Power Assist</td>
<td>01-DEC-2018</td>
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<td>PE19-003</td>
<td>2011-2014 Hyundai Sonata and Sante Fe</td>
<td>Non-crash Vehicle Fires</td>
<td>29-MAR-2019</td>
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<td>PE19-004</td>
<td>2011-2014 Kia Optima and Sorento; and 2010-2015 Kia Soul</td>
<td>Non-crash Vehicle Fires</td>
<td>29-MAR-2019</td>
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<td>PE19-006</td>
<td>2010-2013 Mazda CX-9</td>
<td>Inadvertent Curtain Air Bag Deployment</td>
<td>02-MAY-2019</td>
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<tr>
<td>PE19-010</td>
<td>Model Year 2017-2018 Nissan Rogue</td>
<td>False Automatic Emergency Braking</td>
<td>09-SEP-2019</td>
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<td>PE19-011</td>
<td>Model Year 2014 Jeep Grand Cherokee</td>
<td>Seat Belt Retraction</td>
<td>16-SEP-2019</td>
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<td>PE19-014</td>
<td>Model Year 2014 Jeep Grand Cherokee and Dodge Durango</td>
<td>Active Head Rest Inadvertent</td>
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<td>PE19-015</td>
<td>Model Year 2011-2012 Nissan Leaf</td>
<td>Front Occupant Classification</td>
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<td>PE19-017</td>
<td>MY 2015-2017 Dodge Ram 4500 and 5500 4WD</td>
<td>Front Driveshaft/Transfer Case</td>
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<td>PE20-001</td>
<td>2017-2019 J4500 Buses</td>
<td>Heater hose rupture</td>
<td>13-MAR-2020</td>
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<td>PE20-002</td>
<td>2019 R1200</td>
<td>Brake fluid leaks from front</td>
<td>01-APR-2020</td>
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<td>PE20-003</td>
<td>2008-2020 Autocar &amp; Mack Refuse Trucks w/ Bendix PP-1 Valve</td>
<td>Vehicle Roll Away</td>
<td>01-APR-2020</td>
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<tr>
<td>PE20-004</td>
<td>2018 Suzuki GSX 250 R</td>
<td>Loss of headlights</td>
<td>07-APR-2020</td>
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<td>PE20-005</td>
<td>2013-2015 CHU and CXU Trucks w/Automated Manual Transmission</td>
<td>mDRIVE Transmission Failure to</td>
<td>28-APR-2020</td>
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# MONTHLY DEFECT INVESTIGATION REPORT

## RECALL QUERY

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<tr>
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<tr>
<td>RQ16-001</td>
<td>2015-2016 Ford F-150</td>
<td>Brake Failure</td>
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<tr>
<td>RQ17-003</td>
<td>Vehicles subject to Recall No. 17V-224</td>
<td>Scope and Timeliness</td>
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<td>RQ17-004</td>
<td>Vehicles subject to Recalls No. 15V-568 and 17V-226.</td>
<td>Scope and Timeliness</td>
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<td>RQ19-001</td>
<td>2015 Chevrolet Colorado, 2015 GMC Canyon</td>
<td>Power Steering Loss While Driving</td>
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<td>RQ19-003</td>
<td>2009-10 Outlook, 2009-14 Acadia, Enclave, Traverse</td>
<td>Seat Belt Anchor Cable Failure</td>
<td>28-MAY-2019</td>
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<td>RQ19-005</td>
<td>MY12-14 Ford Fiesta, MY13-14 Ford Fusion/Lincoln MKZ</td>
<td>Door Latch Failure</td>
<td>19-DEC-2019</td>
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## DEFECT/RECALL PETITION

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<tr>
<td>DP18-002</td>
<td>2002-2006 Toyota 4Runner</td>
<td>Frame Corrosion</td>
<td>17-AUG-2018</td>
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<td>DP19-004</td>
<td>Certain MY 2010-2015 Toyota Prius/Camry HV/Avalon HV</td>
<td>Brake Actuator Valve Wear</td>
<td>30-SEP-2019</td>
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<td>DP19-005</td>
<td>2012-19 Model S and Model X</td>
<td>Battery Management Software Updates</td>
<td>01-OCT-2019</td>
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<td>DP20-003</td>
<td>Britax Frontier ClickTight XE</td>
<td>Child Seat Crashworthiness</td>
<td>03-APR-2020</td>
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<td>DP20-004</td>
<td>2013 Mercedes-Benz E-Class</td>
<td>Brake Line Corrosion</td>
<td>24-APR-2020</td>
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</table>

## PRELIMINARY EVALUATION (PE)

Initial phase of a NHTSA investigation, a PE is prompted after a review of consumer complaints and/or manufacturer service bulletins suggest a safety defect may exist. The results of a PE determine whether the investigation will be upgraded to an Engineering Analysis or closed. Most PEs are resolved within four months.

## ENGINEERING ANALYSIS (EA)

Second and final phase of a NHTSA investigation, an EA is undertaken if data from a PE indicate further examination of a potential safety defect is warranted. The results of an EA determine whether a safety recall should be initiated or the investigation should be closed. Most EAs are resolved within one year.

## RECALL QUERY (RQ)

NHTSA monitors recalls to ensure that the scope, completion rate, and remedy are adequate. If recall adequacy comes into question, an RQ is opened to determine if the scope of the recall should be expanded or an adjustment in existing remedies is required.

## DEFECT OR RECALL PETITION (DP OR RP)

NHTSA may be petitioned to investigate an alleged safety defect or whether a manufacturer has successfully carried out the requirements of a recall. If the petition is granted, NHTSA opens an appropriate investigation. If the petition is denied, the reasons for denial are published in the Federal Register.

If you have a safety concern or want to learn more, please Contact Us today or file an online vehicle safety complaint at: [https://www-odi.nhtsa.dot.gov/VehicleComplaint/](https://www-odi.nhtsa.dot.gov/VehicleComplaint/).