CENTER FOR AUTO SAFETY
1825 CONNECTICUT AVENUE NW SUITE 330 WASHINGTON DC 20009-5708
202-328-7700 ◆ www.autosafety.org

May 21, 2014

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

Dear Administrator Friedman:

NHTSA has defended its failure to investigate defective General Motors ignition switches in Chevrolet Cobalts, Saturn Ions and related models (hereinafter "Recalled Models") by pointing to GM's failure to tell NHTSA that the ignition switch moving from run to accessory would deactivate the airbag. However, NHTSA failed to investigate a far simpler defect in the GM ignition switch that could and should have resulted in a recall and that would have prevented the airbag deaths - **stalling due to ignition switch failure.** There have been well over 300 safety recalls conducted for vehicle stalling.[1] Two of these recalls are virtually identical to the GM ignition switch failure - Chrysler recall 11V-139 and VW recall 11V-141. In 11V-139, Chrysler described the defect as: "Some vehicles may experience inadvertent ignition key displacement from the run to accessory position while driving causing the engine to shut off."[2]

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), (hereinafter "Carburetors") 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 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)(hereinafter "Wipers"), Judge John L. Smith, Jr. reached a similar conclusion in finding:

> Even if drivers pull to the side of the road and bring their vehicles to a stop on the shoulder they are still exposed to the risk of being struck from behind by a moving vehicle. Some drivers, unable to proceed because of loss of forward visibility, have even

[1] Attachment A 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.

[2] The recall covered 248,437 2010 Dodge Journey and Grand Caravan, and Chrysler Town & Country. Chrysler pointed out rough roads or driver interaction with the key fob can cause ignition to go to the accessory position just like GM. And like GM, the supplier changed the design and complaints. Unlike GM, Chrysler cited the design change as one of the reasons for the recall. Attachment B is Chrysler's Part 573 recall report. VW recalled 12,744 2010 Routan vehicles for the same defect since Chrysler made the Routan. Attachment C is VW's Part 573 for Recall 11V-141.

> brought their vehicles to a stop in the middle of lanes intended for moving traffic. Having brought their vehicles to a stop, drivers imperiled by the windshield wiper failure have exited their vehicles in order to extricate themselves from the unsafe circumstances into which they have involuntarily been thrust. This too exposes them to the further risk of being struck by a moving vehicle.

In a memo summarizing the successful defects litigation cases in the 1970's, including the above two cases, former NHTSA Chief Counsel Frank Berndt wrote:

> "If a defect causes failure of a critical vehicle component or of a major vehicle control system, it is safety related. . . . [A]ny defect which disables a vehicle causing it to park along the roadside presents an unreasonable risk to safety because of the hazards attendant to such parked vehicles." (Attachment D)

In the case of ignition switch failure stalling, the consumer is lucky to get to the side of the road and is more likely to be stranded in the middle of the road as Judge Green found to be a safety defect in "Carburetors" above.

In addition to hundreds of consumer complaints, there were Technical Service Bulletins, Early Warning Reports and Special Crash Investigations on the "Recalled Models", all of which describe an established and litigated safety defect, "Stalling." NHTSA did not have to wait to establish a connection between ignition switch failure and airbags not deploying to open a defect investigation and obtain a recall. Recalls had already been obtained on Chrysler and VW ignition switches that moved from On to Accessory, as well as for least 327 other recalls due to stalling. A GM ignition switch recall for stalling would have had the additional benefit of saving victims of airbags that failed to deploy in crashes after engine power loss due to the ignition switch movement.

At best it seems as if NHTSA has been under a misperception that there must be a body count or crashes and injuries at a minimum, before the agency can open an investigation and obtain a recall. "Carburetors" and the decisions in other cases won by former NHTSA Chief Counsel Berndt firmly dispatched that notion over thirty years ago. Judge Green wrote in "Carburetors:"

> It is not necessary that a collision or death has occurred or will occur as a result of the defect. The purpose of the Act is to provide owners with an adequate margin of safety to protect against vehicle failures, which are in and of themselves an accident under the Act, and which result in an unreasonable risk of personal or property damage.

"Carburetors" also addresses another weakness in NHTSA's failure to open an investigation into ignition switches - that the failure rate or trend was declining. In affirming Judge Green, the U.S. Court of Appeals for the DC Circuit addressed GM's argument that there was no defect trend because the number of failures was declining, and held:

> To now hold that General Motors, having managed to avoid issuance of an order in 1970, was not required to notify those operators who remain subject to risk since most of the failures have already occurred would be to leave this purpose permanently unfulfilled and to establish a system which encourages manufacturers to delay proceedings whenever possible at the expense of those endangered by defective vehicles. [U.S. v. General Motors, 565 F.2d 754 (D.C. Cir. 1977).]

"Carburetors" is right on the money in terms of what happened in Ignition Switch – GM persuaded NHTSA not to open an investigation and obtain a recall in 2007, when the Ignition Switch failure rate was the highest. When NHTSA addressed the Ignition Switch problem again in 2010 after

more deaths, GM pleaded a declining failure rate to ward off an investigation and recall. Instead of buying this argument, NHTSA should have thrown the book containing the "Carburetors" decision at GM and opened a recall which would have avoided the needless deaths and injuries that occurred.

In moving forward on safety defect recalls, NHTSA needs to go back to the past in order to get to the future and recognize once and for all that stalling is a safety defect.

Sincerely,

Clarence Ditlow
Executive Director

Enclosures: 4

cc: Secretary Anthony Foxx
Inspector General Calvin Scovell
Senator Jay Rockefeller
Senator John Thune
Senator Claire McCaskill
Senator Richard Blumenthal
Senator Edward Markey
Rep. Fred Upton
Rep. Henry Waxman
Rep. Tim Murphy
Rep. Diana DeGette

Stalling Recalls 1966-2013

Center for Auto Safety
May 2014

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 suppling 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 Lightening
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 connecter.

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 multiair 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-torqueing 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: Rendevouz
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 reprograming 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-programing 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 spry, 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 senor 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, 0H, 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

RECEIVED
By Recall Management Division at 8:47 am, Mar 01, 2011

CHRYSLER

March 1, 2011

Mr. Claude Harris
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
Room: W48-302
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Mr. Harris:

Attached is Chrysler Group LLC's ("Chrysler Group") Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in some 2010 model year Dodge Grand Caravan, Chrysler Town & Country and Dodge Journey vehicles.

Chrysler Group will conduct a voluntary safety recall to replace the WIN modules on all affected vehicles.

Sincerely,

David D. Dillon

Enclosure: Defect Information Report for Chrysler Recall L02

cc: Frank Boris, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC

Submission Date: February 25, 2011

573.6(c)(1): Manufacturer's Name, Brand Name

Chrysler Group LLC, Dodge, Chrysler

573.6(c)(2): Identification of Affected Vehicles

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture
Dodge	Journey	2010	Aug. 3, 2009 – June 17, 2010
Dodge	Grand Caravan	2010	Aug. 3, 2009 – June 17, 2010
Chrysler	Town & Country	2010	Aug. 3, 2009 – June 17, 2010

573.6(c)(2)(iv): Component manufacturer name, address, telephone number, and country of origin:

Continental Corporation
4685 Investment Dr.
Troy, MI 48098
(248) 209-4000
Country of Origin: Mexico

573.6(c)(3): Potentially Affected Vehicle Population

248,437 (estimated)

573.6(c)(4): Percentage of Affected Vehicles

3% (approximate)

573.6(c)(5): Description of Defect or Noncompliance

Some vehicles may experience inadvertent ignition key (WIN/FOBIK) displacement from the run to accessory position while driving causing the engine to shut off.

573.6(c)(6): Chronology of Principal Events Leading to Determination of a Safety Defect

- On September 2, 2010, an internal investigation was initiated to evaluate an increased number of reports of the engine shut off or stalling in the affected vehicles.
- The investigation ultimately determined that an engine shut off condition can occur if a vehicle is started and the key FOB is released and springs back to its intended ON position, but over travels and hangs up between the ON and ACC detents. Harsh roadway conditions or driver interaction with the key FOB can cause the key FOB position to move to either the ON or ACC detent position. Movement to the ACC (or Accessory) detent position will shut down engine power.
- The elevated levels of complaints in the affected vehicles were traceable to a WIN/FOBIK design that was supplied by the component manufacturer. The investigation also revealed that -- beginning on January 25, 2010 for JC, April 6, 2010 for RT and June 17, 2010 for RM -- the supplier of the WIN/FOBIK assembly was changed and a new WIN/FOBIK design was introduced for the JC, RT and RM vehicles. The new WIN/FOBIK design was reviewed and determined to be more robust, which was also evident by the significant decline in engine shut off complaints after this design went into production.
- There are approximately 32 customer complaints and 465 warranty claims for the affected vehicles alleging inadvertent engine shut off while driving. Chrysler is aware of 2 alleged rear end collisions arising from the condition.
- The affected vehicles will be serviced with the new WIN/FOBIK design.
- This information was presented to the Vehicle Regulations Committee on February 22, 2011, which decided to conduct a safety recall

573.6(c)(7): Information Used in Determination of a Noncompliance

N/A

573.6(c)(8): Description of Remedy

Chrysler will conduct a voluntary safety recall to replace the WIN modules on all affected vehicles.

Chrysler has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, Chrysler, as part of the owner letter, will request that customers send the original receipt and/or other adequate proof of payment to the company for confirmation of the expense.

573.6(c)(10): Dealer and Owner Communications

Chrysler plans to begin notification of dealers and owners in April 2011. Chrysler will provide the dealer and owner letters when available.

573.6(c)(11): Manufacturer's Campaign Number

Chrysler has assigned recall number L02 to this action.

RECEIVED
By Recall Management Division at 7:23 am, Mar 02, 2011

Attachment C

11V-151
(2 Pages)

VOLKSWAGEN
GROUP OF AMERICA

Mr. Daniel Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, S.E.
Washington, DC 20590

CHRIS SANDVIG NAME
GENERAL MANAGER COMPLIANCE/TREAD TITLE
PRODUCT COMPLIANCE DEPARTMENT
248-754-5000 PHONE
248-754-5093 FAX
MARCH 1, 2011 DATE

Subject: Notification of Voluntary Recall
2010 Model Year Volkswagen Routan
Replacement of WIN Module

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Dear Mr. Smith:

This information is submitted in accordance with the requirements of Part 573 of Title 49 of the Code of Federal Regulations (49 CFR 573 (2011)).

573.6 (c) (1) **Manufacturer's Name**
Chrysler Group LLC

Importer
Volkswagen Group of America, Inc. (VWGoA)

573.6 (c) (2) **Identification of Vehicles**

Make : Volkswagen

Line : Routan

Model Year : 2010

Month/Year
of Manufacture : October 2009 – June 2010

VIN Numbers
of Affected Vehicles: 2V4RW_D_AR138555 - 2V4RW_D_AR348536

Other Identification : None

573.6 (c) (3) **Number of Vehicles Potentially Containing the Defect**
Approximately 12,612 are affected by this recall in the United States

573.6 (c) (4) **Percentage of Vehicles Actually Containing Defect**
VWGoA estimates the percentage of vehicles in the United States that are subject to the defect is approximately 3%.

573.6 (c) (5) **Description of Defect**
Some vehicles may experience inadvertent ignition key (WIN/FOBIK) displacement from the run to accessory position while driving causing the engine to shut off increasing the risk of a crash.

573.6 (c) (6) **Basis for Determination**
On February 24, 2011, Chrysler Group LLC notified Volkswagen Group of America, Inc. that it would conduct a voluntary safety recall to address this defect on 2010 model year Town & Country/Grand Caravan and Dodge Journey vehicles, and that 2010 model year Volkswagen Routan vehicles manufactured by Chrysler were also affected by this defect. For the chronology of principal events, please refer to Chrysler Group LLC's defect notification report dated 03/01/2011 (Chrysler code L02).

573.6 (c) (7) **Noncompliance Test Result**
Not applicable

573.6 (c) (8) **Proposed Remedial Program**
Volkswagen will conduct a voluntary safety recall to replace the WIN modules on all affected vehicles.

Pending parts availability, mailing dates are anticipated as follows:

Dealers: April, 2011
Owners: April, 2011

573.6 (c) (9) **Submission of Communications**
A representative copy of all bulletins and other communications sent to dealers and owners will be submitted within five (5) days of dealer/owner notification.

573.6 (c) (10) **Proposed Owner Letter**
A draft owner's letter will be submitted to the agency for review and approval.

573.6 (c) (11) **Manufacturer's Recall Code**
VWGoA has assigned the code 28G1/U8 for this recall.

Sincerely,

Christopher T. Sandvig
General Manager-Compliance/TREAD
Service & Quality

Enforcement Litigation

I

The Traffic Safety Act gives the NHTSA authority to require manufacturers of motor vehicles and replacement equipment to notify purchasers of defects related to motor vehicle safety and noncompliances with Federal motor vehicle safety standards and to remedy the defect or noncompliance at manufacturer expense. The recall remedy was added to the Act in 1974. Prior to that time the manufacturer was only required to notify purchasers of the defect or noncompliance. The 1974 amendments increased from $400,000 to $800,000 the maximum civil penalty for failure to issue notifications, and the NHTSA's investigative authority was increased by giving the agency subpoena power, its right to hold investigative hearings and conduct examinations of witnesses under oath.

In the defect enforcement cases the agency has been attempting to develop a per se theory of defect law, largely because of the limitations of existing accident information. Under this theory, the demonstrated failure of a critical safety component (wheels, brakes, steering, lights, etc.) would establish the existence of the safety defect whether supporting accident data exists or not. (This is analagous to the per se theory used by the government in anti-trust cases where evidence of certain economic practices is so pernicious that it is considered a per se violation of anti-trust law). The need for the establishment of a per se defect theory has emerged from the experience of our litigation and our increasing knowledge of industry record-keeping practices and available data files.

II

The industry argues that to prove the existence of a safety defect, the agency must in every case show that:

(1) some threshhold number of accidents, injuries or deaths have occurred; and

(2) some threshhold number of accidents, injuries or deaths will occur in the future.

The agency has based its case on accident information where the information was available and appropriate. In the Kelsey-Hayes Wheel case, for example, the agency relied

primarily on number of failures. The manufacturer, General Motors, agreed that the exploding wheels created an unreasonable risk to safety but refused to admit the wheels were defective. To prove the existence of a "defect in performance" under the statute, the agency turned to accident information. In pre-trial discovery the agency obtained from General Motors 2361 unverified reports of wheel failures. Taking a sample of those reports, the agency then obtained 160 owner affidavits. From the affidavits a statistician predicted that 700 of the owners who had reported wheel failure would, if asked, provide affidavits recounting some 1500 wheel failures. The agency then filed a motion for summary judgment on the basis of those affidavits, arguing that the large number of failures proved, as a matter of law, the existence of a "defect in performance." The District Court agreed with the agency and granted the motion for summary judgment. The Court of Appeals substantially agreed but thought the manufacturer had the right to attempt to prove, as an affirmative defense, that the vehicle owners themselves had caused the large number of failures through gross and unforeseeable abuse. The Court of Appeals therefore remanded the case to provide General Motors the opportunity to try its affirmative defense. At that point General Motors decided to settle the case and recall the wheels.

Although accident information may, on occasion, be useful, the industry's insistence that the agency always prove safety-defect cases by accident information alone is excessively rigid. From both a practical and statutory standpoint, reliance upon numbers alone would confine the agency's effectiveness and distort fulfillment of its statutory mission.

The practical problems begin in the first phase: data collection. Accident information is often erroneous, incomplete or unavailable. Although accident investigation systems are often mentioned as reliable data sources, they contain inherent limitations when used to define and substantiate the realm of all possible safety defects. The system usually involves a very limited geographical area. Its initial input is reports prepared by police who are not trained to identify safety defects. A group of investigators further limits the scope of the survey by selecting from the police reports a very small population of vehicle accidents for investigation. The investigation team then inspects the vehicle, records the road and driver conditions, and explores possible causal factors.

Sometimes it cannot finally determine the cause of the accident. In severe accidents, the question of whether a part broke before of because of the accident is a recurring and often unanswered one.

Thus, the accident investigation system, though useful for locating some possible defects, is insufficient to pick up and prove the existence of all or a majority or, perhaps, even a substantial proportion of existing safety defects.

A second major source of accident information is owner reports. Like the accident investigation systems, these reports are useful indicators of some possible safety defects but not definitive with respect to all possible safety defects. The first problem is that not all people who suffer accidents report them to the agency. The second problem is accuracy. Owners and their mechanics may not be able to correctly identify the cause of the accident. When the agency itself attempts to investigate the cause, it frequently finds the owner has repaired or modified the vehicle and disposed of the evidence.

Thus, the collection of accident data is a flawed and uneven process. Where available, accident information may help identify certain safety defects. At present, however, it cannot locate all possible safety defects. Enforcement cases which are confined in their basis and proof to available accident information may thus exclude a major portion of the safety defects in existence.

The practical problems with this approach continue in the second phase: proof before the court. Accident information collected in an investigation usually does not satisfy the evidence rules of the court. Owner reports, for example, cannot be submitted into evidence to prove the truth of the matter reported. Instead, to support certain motions, the agency gathers affidavits from the owners. This process is costly and time-consuming, but trifling compared to the agency's cost at trial, where it must present witnesses to testify. The judge in the Ford Seat Back case recently suggested that at trial, to prove that the defect caused the accidents and that the accidents and injuries occurred, the Government must bring before the court all the owners reporting accidents, their mechanics and doctors, and other relevant witnesses. Requiring the agency to prove hundreds of tort cases in the context of each safety-defect case would unreasonably tax the time and funds of the court and both parties.

Like owner reports, accident investigation statistics, too, pose evidentiary problems in court. Because they stem from police reports which are frequently considered hearsay, courts might reject them. Other courts might accept the statistics into evidence but limit their weight because of doubts about their reliability and accuracy. Thus, proving a case based on numbers of accidents and injuries known to have occurred is a difficult, costly and time-consuming exercise.

The industry argues further that the agency, to prove the existence of a safety defect, must show not only that some threshhold number of accidents, injuries or deaths have occurred, but also that some threshhold number of accidents, injuries or deaths are likely to occur in the future. The industry calls this prediction of future events "risk analysis". It bases risk analysis on (1) the limited and inaccurate accident information available and (2) certain unproven assumptions. The reliability of risk analysis is thus inherently questionable. In addition, risk analysis consistently underestimates the future risk because, in each case, the number of accidents that occurred is probably greater than the reports of accidents, on which the analysis relies.

Proving every case according to the industry's scheme would, then, (1) limit the possible safety defects to those which appear from accident data and (2) impose severe cost, time and evidentiary burdens on any litigation emerging from the accident-based decision.

In addition to the practical difficulties, sole reliance on numbers of accidents presents statutory problems. The Act's purpose is preventive. The agency would be violating that goal if in every case it waited for evidence of a significant number of accidents, injuries or deaths to accumulate. In addition, the Act specifies several ways of finding safety defects: testing, inspection, investigation, research, examination of communications, or "otherwise". The Act thus directs the Secretary to use any means available, not just accident information, to discover safety defects. The industry's recommended approach would significantly undermine the statutory purpose and effectiveness.

For these reasons, the agency, while using accident data where it is available and relevant, is now seeking to prove the existence of safety defects in simpler, clearer and less costly ways. The agency, in the currently developing case law, is offering to the courts a per se theory. In each of the cases now pending, the critical question is not whether a

defect exists but whether the defect relates to motor vehicle safety.

The per se theory applied to this question would establish certain broad and simple principles: If a defect causes failure of a critical vehicle component or of a major vehicle control system, it is safety related. If a defect causes vehicle fire, it is safety related. If a defect suddenly moves the driver away from steering, accelerator and brake controls, it is safety related. The agency has tested the viability and scope of this theory in four cases. (The agency at one time was testing the theory in five cases but the fifth case, Engine Mounts, which involved loss of speed control, was settled before trial with a recall and a civil penalty.) Each case, and its alleged hazard, is listed below. A more detailed description of the cases discussed in this memorandum appears in the attached appendix.

1. Defect causes failure of major vehicle control system

   a. Pitman Arms - loss of steering system

2. Defect causes failure of critical vehicle component

   a. Windshield Wipers - wipers fall off in rain and snow

3. Defect causes fire

   a. Quadrajet Carburetor - carburetor plug leaks fuel, causing fire in engine compartment.

4. Defect causes sudden removal of driver from vehicle control instruments

   a. Seat Back - seat collapses sideways and rearward, throwing driver off balance and away from steering wheel, brakes and accelerator pedal

United States v. General Motors (Pitman Arms)

This case was appealed from an adverse district court ruling which involved the question of whether a low speed (less than 10 mph) failure of a critical safety system (steering) creates an unreasonable risks of accident occurence. While high speed failures are admittedly dangerous, the manufacturer contended successfully in the district court that the Government had not met its burden to show that such failures did indeed occur at high speeds. During the course of the trial, however, the Government did show that a large number of failures had occurred. The court found that the large number of replacement part sales, some 26,000, for a vehicle population of some 234,000 1959 and 1960 Cadillacs, was a strong indication of a large number of failures. What the trial court held, however, was that the Government failed in its burden of proof to establish that these failures imposed an unreasonable risk of accident, death or injuries.

On appeal the Government contended that low speed failures do present such hazards, relying, in part, on accident statistics which indicated that a significant proportion of all accidents, injuries, and deaths do occur at low speeds. The Government also sought to have the lower court's apparent reliance on a quantitative "risk analysis" overruled on the grounds that any such analysis is unreliable and is, in addition, irrelavant.

On June 28, 1977 the Court of Appeals for the District of Columbia ruled in the Government's favor and indorsed the agency's per se theory:

> "The evidence is uncontradicted that General Motors sold six times as many pitman arm replacements for the 1959-60 Cadillac models as for adjacent years; that steering pitman arm failures have occurred while these models were being driven; and that when the steering pitman arm fails, the driver loses control of the car. We hold that, under the statute these uncontradicted facts demonstrate an 'unreasonable risk of accidents' stemming from the defect."

The Supreme Court denied review.

United States v General Motors (Carburetors)

The Government sued GM contending that about 375,000 1965-1966 Chevrolets and Buicks contained a safety related defect arising from faulty carburetor plugs. As a result of the defect, fires occur in the engine compartments of these vehicles. These fires can and have spread to the passenger compartment as well.

General Motors admitted that there had been at least 665 reported incidents of engine compartment fires in vehicles equipped with the Rochester Quadrajet Carburetor. The Government asserted that GM received reports of 947 to 1306 carburetor failures and at least 958 fires in the vehicles in question. The Government also claimed that there were high sales of replacement parts and that a single manufacturer of these plugs supplied the distribution system with an average of 1950 replacement plugs per month during a six month period.

The Government won in the District Court on a motion for summary judgment and was awarded a $400,000 civil penalty. GM appealed and applied for a stay of the recall order. The stay was denied. GM then recalled the vehicles.

On appeal, General Motors contended that the Court ignored General Motor's risk analysis which attempted to quantify and minimize the future occurrence of failures and resultant accidents and injuries.. The Government, of course, argued primarily that the estimate of future failures, accidents, injuries and deaths is irrelevant under the per se theory.

The Court of Appeals for the District of Columbia again accepted the Government's per se theory of defect law:

> "In our view, where a defect -- a term used in the sense of an 'error of mistake' -- has been established in a motor vehicle, and where this defect results in hazards as potentially dangerous as a sudden engine fire, and where there is no dispute that at least some such hazards, in this case fires, can definitely be expected to occur in the future, then the defect must be viewed as one 'related to motor vehicle safety,' and the Act's basic purpose of protecting the public requires that notification be provided.

United States v. Ford (Brackets)

The Government sued Ford contending that over one-half million 1968 and 1969 Mustangs and Cougars contain a defect related to motor vehicle safety in the front bucket seats. The seats fail suddenly when the inboard seat back hinge pin-pivot arm bracket snaps, allowing the seat back to fall rearwards in a clockwise direction. Failure can throw the driver backward and sideways, causing impairment of visibility, loss of steering, brake and accelerator control, and injury (even when an accident does not occur). During the course of the District Court litigation, Ford admitted that between 135,000 and 170,000 seat bracket failures had occurred.

The District Court granted the Government's motion for summary judgment. Ford appealed and applied for a stay of the District Court order. Unable to obtain a satisfactory stay, Ford finally recalled the vehicles.

The Court of Appeals rejected Ford's appeal.

United States v. Ford (Wipers)

Here the Government contended that sudden and unforewarned failure of the windshield wipers installed on some 189,000 1971-1973 Capris can result in immediate impairment of driver visibility during adverse weather conditions thereby increasing the risk of accident occurrence. As evidenced by replacement part sales, there is a 40% failure rate.

Several important principles were in issue in this litigation. The first is that in order to demonstrate the safety effect of a particular component failure, it is not necessary to produce evidence solely limited to failures which have occurred on the vehicles which are the subject of litigation. Thus, evidence of a wiper failure on a Plymouth would be admissable to show the likely effect of wiper failure on a Capri. The second is that although the NHTSA may focus on its de novo enforcement litigation it may establish other modes of failure involving the same component in order to establish that a defect exists. Thus, while the NHTSA investigation focused on wiper failure resulting from inadequate linkages in the wiper system, during the litigation the Government may additionally establish that failure resulted from faulty wiper motors as well. The third is that the Government may rely on comparative warranty and replacement part sales data in order to prove the existence of a defect. The fourth is that courts should not rely on quantified "risk analyses" of a particular component failure but should instead rely on the demonstrable effects of such failure on driver performance. The fifth is that a component which is universally recognized as providing an added margin of safety under specialized driving conditions, i.e., adverse weather, presents a per se unreasonable risk to the motoring public when it fails under those conditions. The sixth is that any defect which disables a vehicle causing it to park along the roadside presents an unreasonable risk to safety because of the hazards attendant to such parked vehicles.

After the trial the court ruled in favor of the Government.

Attachment C - NHTSA CHIEF COUNSEL BERNDT PER SE DEFECT POLICY

Enforcement

- Recognition that investigative - litigation effort is law enforcement activity
  - Safety standards
    - Defects
    - Bumpers
    - Odometers
  - Fuel economy standards
- The role of prosecutorial discretion

Enforcement

1974 amendments to Vehicle Safety Act make mandatory recall of noncomplying or defective vehicles at manufacturer's expense

Enforcement - Defects

Defects which relate to motor vehicle safety must be corrected by manufacturer

"**Defect** includes any defect in performance, construction, components, or materials in motor vehicles or motor vehicle equipment."

"**Motor vehicle safety** means the performance of motor vehicles or motor vehicle equipment in such a manner that the public is protected against unreasonable risk of accidents occurring as a result of the design, construction or performance of motor vehicles and is also protected against unreasonable risk of death or injury to persons in the event accidents do occur, and includes nonoperational safety of such vehicles."

Enforcement-Defects

Industry Defect Position:

- Some threshold number of accidents, injuries or deaths have occurred, and
- Some threshold number of accidents, injuries or deaths will occur in the future

Enforcement-Defects

- Inadequacy of accident, death and injury data attributable to a defect

Enforcement - Defects

- **The per se theory of defect law:**
  - The demonstrated failure of a critical safety component (wheels, brakes, steering, lights, etc.) establishes the existence of a safety defect whether supporting accident data exists or not

See Exhibit F

Reinforcement - Defects

The development of the large number of failures (per se) theory

- **Wheels**
  - 200,000 trucks (1960-65)
  - 2,361 wheel failures
- **Pitman Arms**
  - 284,000 Cadillacs (1959-60)
  - 26,000 failures
- **Quadrajet Carburetors**
  - 375,000 Chevrolets and Buicks (1965-66)
  - 1,306 failures
  - 1,227 fires
- **Seat Brackets**
  - 800,000 Ford Mustangs and Cougars (1968-69)
  - 130,000-170,000 failures
- **Windshield Wipers**
  - 189,000 Capris (1971-73)
  - 75,000 failures