

Exemplary Vehicle Software Recalls

NHTSA Identifi- cation Number:	Date of Company Notifica- tion	Make	Model	Model Year	Number of Vehicles
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03V-124	3-14-03	BMW	325I, 325CI	2003	1,056
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Brief Description of Defect

Mfg. Campaign No. N/A - ECM. DOM-8/13/02-10/10/02. Increase of engine idle speed occurs with engine running and vehicle at rest. Correct by reprogramming the digital engine management control unit.

08V-595	11-14-08	BMW	M3	2008-09	2,500
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Brief Description of Defect

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.

06V-007	01-11-06	Cadillac	STS	2006	1,327
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Brief Description of Defect

Mfg. Campaign No. 6502 - Electronic Control Module. DOM: 8/05-1/06 On vehicles with all wheel drive and 3.6L V6 engine, torque monitoring functions of electronic throttle control (ETC) are not enabled. These functions can limit engine speed and torque if unusual engine control module (ECM) hardware or software failures occur. Without these functions enabled, persistent ECM failure could result in throttle opening greater than commanded by driver and crash could occur. Correct by reprogramming ECM on these vehicles.

06V-020	01-20-06	Cadillac	CTS, STS	2005-06	17,462
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Brief Description of Defect

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 (ECM) with new software.

08V-066	02-12-08	Infiniti	EX35	2008	16,365
Nissan	Murano	2009			

Brief Description of Defect

Mfg. Campaign No. P8201 - Airbag. DOM: N/A. Due to incorrect software programming, airbag control unit may cause passenger airbag not to operate as designed if vehicle battery becomes significantly discharged. This could result in airbag not inflating in crash and increased risk of injury. Correct by reprogramming airbag control unit.

08V-303	07-07-08	Mercedes	C-Class	2005-08	404
			CL-Class	2004, 2008	
			CLK Class	2003-04, 2006-08	
			CLS	2008	
			E-Class	2003-08	
			G Class	2003	
			M-Class, R-Class	2006-08	
			S-Class	2004, 2007-08	
			SLK	2005-09	
			SL-Class	2003-04, 2006, 2009	

Brief Description of Defect

Mfg. Campaign No. 2008 070001 - DOM: 11/02-5/08. Software calibration number coding during workshop visit was incorrect. Depending on model year and model affected, incorrect SCN coding can affect number of vehicle safety and emission functions including following functions: (1) fuel gauge readings may be incorrect; (2) stuck fuel-level sensor may not be displayed in instrument cluster; (3) OBD system may cause check engine light to illuminate incorrectly; and, (4) speedometer may be out of tolerance. In vehicle crash, electrical fuel pump may not receive crash signal that is required for fuel pump to disconnect and prevent fuel delivery. Correct by recoding software calibration number.

Motor Coach Industries, Inc

08V-603	11-21-08	MCI	D4005, D4505	2002-08	1,893
			E4500, J4500	2001-08	

Brief Description of Defect

Mfg. Campaign No. 308 - DOM: N/A. On motor coaches with ZF transmissions, shift selector can malfunction as result of cell phone or radio being placed in close proximity to shifter control pad. When this happens, shift selector may move into reverse without driver knowledge resulting in crash. Correct by providing software update that protects against transient analog or digital signal interference.

New Flyer Industries, Ltd.

08V-296	07-03-08	New Flyer	C40LF, C40LFR, D35LF, D40LF, D41LF, D61LFR, DE41LF, DE41LFR, DE61LF, E40LFR, GE40LFR	2008	319
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Brief Description of Defect

Mfg. Campaign No. R08-022 - Electronic Control Module. DOM: 4/08-6/08. On transit buses with Parker Hannifin (Vansco) control modules, programmable logic control modules may have defective printed circuit boards which could produce erratic behavior of input/output signals to and from affected module. This erratic behavior could impact functions such as headlights, brake lights, throttle control, and control of articulated joint. Failure of module to properly control vehicle sub-systems could result in vehicle crash, injury or death. Correct by replacing module.

Newell Coach Corp.

08V-392	08-08-08	Newell	Motor Home	2005-08	80
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Brief Description of Defect

Mfg. Campaign No. N/A-- DOM: 4/05-10/07. On model 450 motor homes with ZF transmissions. There is potential for shift selector to malfunction as result of cell phone or radio being placed in close proximity to shifter control pad. The interference from cell phone or radio could result in an unexpected change in direction and possible crash if specific sequence of events were to occur. Dealers will update software for transmission shift controller .

Prevost Car, Inc.

08V-007	01-09-08	Prevost	H3-41, H3-45	2004-08	392
			XLII	2004-06	
			X3-45	2007-08	

Brief Description of Defect

Mfg. Campaign No. SR07-10 - DOM: N/A. On motor coaches with ZF/Arens Astronic shift selectors, cell phone placed in proximity of shifter touch pad could cause display to change from 'R' (reverse) to 'D' (drive) should phone receive call. This interference can cause transmission to not operate or cause improper shifting, as forward gear can be engaged from neutral only, if vehicle has been stopped, and if brake pedal has been depressed. If malfunction occurs while 'R' (reverse) is being selected, shifter may change to 'D' (drive), resulting in crash. Prevost will mail stickers and installation instructions to their owners and will also arrange to have transmission software upgraded

VW Of America, Inc

08V-235	05-28-08	VW	Passat	2008	6,579
			Tiguan	2009	

Brief Description of Defect

Mfg. Campaign No. 24M9/R7 - ECM. DOM: 12/07-4/08. Vehicles with 2.0t FSI ULEV II engines have engine control module (ECM) containing software that may not properly control engine idle with A/C turned on. In rare cases, ECM may unexpectedly increase engine rpm and cause engine surge which may surprise vehicle operator and result in crash without warning. Correct by inspecting and updating ECM software