

## Electronic Control Module Recalls

### American Honda Motor Co., Inc.

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
98V-170.002	7-23-98	Honda	Passport	1998	16,838

#### **Brief Description of Defect**

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.)

98V-300	12-3-98	Honda	EV Plus	1997-99	226
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#### **Brief Description of Defect**

Mfg. Campaign No. (N/A)—Electronic controls. DOM: 1997-1999. Program logic for motor electronic control unit (ECU) can mistakenly detect failure of electrical current sensor at speeds above 50-mph and quickly reduce vehicle speed in order to maintain proper feedback control. This can result in sudden loss of power and unexpected deceleration that could cause rear-end collision. (Correct by upgrading ECU.)

### Aston Martin

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
00V-300	10-3-00	Aston Martin	DB7	2000-01	285

#### **Brief Description of Defect**

Mfg. Campaign No. SAR 006—Electronic control module. DOM: 6/99-9/00. Engine can start up on six of twelve cylinders due to one of two powertrain control modules not operating within design specification. This causes lack of engine power and or smoke from exhaust tail pipe. If engine continues to run in this manner, exhaust catalyst damage could result due to overheating. Correct by replacing both powertrain control modules with recalibrated programs.

### Autocar, LLC

<b>NHTSA ID Number:</b>	<b>Date of Notifi-</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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07V-293	07-10-07	Autocar	WX	2008	3
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**Brief Description of Defect**

Mfg. Campaign No. A-0703 — Electronic Control Module. DOM: 11/06-7/07. On heavy duty class 8 trucks with Cummins ISM C876 engines, electronic control module fails to recognize inputs of vehicle electronic control unit or from driver actuated dash switch resulting in unintended (or unexpected) elevated exhaust temperatures. While this does not involve risk of fire in vehicle, it could present fire hazard where vehicle's exhaust is in close proximity to materials or substances that can melt, burn, or explode. Correct by installing new ECM software.

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**Big Dog Motorcycles, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
05V-052	2-10-05	Big Dog	Chopper Chopper DT Mastiff PitBull RidgeBack	2005	1586

**Brief Description of Defect**

Mfg. Campaign No. (N/A)-Electrical system. DOM: 8/04-2/05. An electronic component failure occurs in electric harness control (EHC) module, resulting in a total shut down of motorcycle's electrical power increasing risk of crash. Correct by adding a resistor harness to eliminate susceptibility of component in electric harness control module to fail.

06V-305	07-28-06	Big Dog	Chopper DT, Bulldog, Pitbull, Ridgeback Chopper, Mastiff K-9	2005-06 2006	2,101
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**Brief Description of Defect**

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.

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**Blue Bird Body Co.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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06V-278	07-14-06	Blue Bird	LTC, Wanderlodge LXI	2000-03	150
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**Brief Description of Defect**

Mfg. Campaign No. R06KX—Electronic Control Module. DOM: 1/00-8/02 On transit buses with Detroit Diesel series c-60 engines, electronic control module (ecm) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting this recall (See 06E-019) Correct by reprograming ecm to current mainframe calibrations.

**BMW (Bayerischen Motoren Werke, BMW of North America, Inc.)**

<b>NHTSA ID Number:</b>	<b>Date of Notifi-cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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03V-124	3-14-03	BMW	325CI 325I	2003	1,056
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**Brief Description of Defect**

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

03V-240	6-18-03	BMW	745I 745LI	2002-03	5,470
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**Brief Description of Defect**

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.

04V-344	7-14-04	BMW	5 Series 6 Series 7 Series X5	2004	4,102
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**Brief Description of Defect**

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

04V-409	8-9-04	BMW	X5	2004	358
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**Brief Description of Defect**

Mfg. Campaign No. (N/A)-ECU. DOM: 8/03-4/04. If vehicle is in first gear, and moving slowly, with accelerator pedal held in a constant position of low engine speed and with clutch pedal held in a partially depressed

position, engine speed increases. Vehicle accelerates unexpectedly. Correct by reprogramming vehicle's 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.

**Caterpillar, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Component</b>	<b>Model or Size Designation</b>	<b>Number of Components Recalled</b>
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07E-024	04-03-07	ECM	C7 Engine	33
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**Brief Description of Defect**

Mfg. Campaign No. N/A — Electronic Control Module. DOM: N/A. On 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.

**Chrysler Corp. (Formerly Chrysler Motors Corp., now DaimlerChrysler Corp.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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98V-209	9-3-98	Dodge	Ram Truck	1998	30,747
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**Brief Description of Defect**

Mfg. Campaign No. 799—Electronic controls. DOM: 12/97-5/98. On pickups with 5.9-liter, 24-valve diesel engines, intermittent high engine idle condition can occur due to malfunction of vehicle speed sensor. This creates signal which is misinterpreted by engine control software, causing high idle speed condition, increasing risk of crash. (Correct by replacing engine controller software to correct erroneous speed sensor signals.)

**Continental Automotive Systems.**

<b>NHTSA</b>	<b>Date</b>	<b>Component</b>	<b>Model or</b>	<b>Number of</b>
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<b>ID Number:</b>	<b>of Notifi- cation</b>	<b>Size Designation</b>	<b>Components Recalled</b>	
07E-105	12-13-07	ECM	ABS, ESC	10,481

**Brief Description of Defect**

Mfg. Campaign No. N/A — Electronic Control Module. DOM: N/A. ABS and ESC control modules for 2008 Ford Escape, Expedition and Nissan Xterra. Some of hydraulic valves in ESC module were built with extra check balls which can restrict flow of brake fluid through valve and cause reduction of brake force. Correct by repairing vehicles.

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**Country Coach, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
06V-285	06-21-06	Country Coach	XLII	2001, 2005-07	25

**Brief Description of Defect**

Mfg. Campaign No. N/A—Electronic Control Module. DOM: 11/00. On motor homes with Detroit Diesel series c-60 engines, electronic control module (ecm) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting this recall (See 06E-019) Correct by reprograming ecm to current mainframe calibrations.

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**Crane Carrier Co.**

<b>NHTSA ID Number:</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
03V-241	5-15-03	Crane	LCF LET2	2003	2

**Brief Description of Defect**

Mfg. Campaign No. (N/A)-Electronic Control Module. DOM-11/18/03. Electronic control module calibration does not detect throttle plate actuator failure that results in uncommanded open throttle condition. Correct by replacing electronic control module calibration.

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**Cummins, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notifi- cation</b>	<b>Component</b>	<b>Model or Size Designation</b>	<b>Number of Components Recalled</b>
07E-034	06-04-07	ECM	ISM CM876	782

**Brief Description of Defect**

Mfg. Campaign No. C0709 — Electronic Control Module. DOM: 4/06-3/07. On ISM CM876 (EPA-07) diesel engines for on highway vehicle applications with serial numbers ranging from 35157011 to

35192741, electronic control module fails to recognize inputs of vehicle electronic control unit or from driver actuated dash switch which may cause unintended (or unexpected) elevated exhaust temperatures While this does not involve risk of fire in vehicle, it could cause fire where vehicle's exhaust is in close proximity to materials or substances that can melt, burn, or explode. Correct by repairing

09E-046	07-21-09	ECM	ISB CM2150, ISC CM2150, ISL CM2150, ISM CM876, ISX CM871	912
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**Brief Description of Defect**

Mfg. Campaign No. N/A — ECM. DOM: 3/09-6/09. Diesel engines installed in various emergency vehicles may be designed with hard wired, dash-mounted switch that enables vehicle operator to inhibit aftertreatment diesel particulate filter regeneration in environments where operator believes it may be unsafe for elevated exhaust temperatures. Due to the logic in ECM software in engines, switch may not function correctly, leading operator to believe that switch is in “inhibit” mode when it is not. This permits hot exhaust gases to exit vehicle tailpipe, increasing risk of melting or burning of nearby surfaces, or fire. Correct by installing new software in ECM.

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**DaimlerChrysler Corp. (Chrysler Corp., formerly Chrysler Motors Corp.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
01V-288	9-6-01	Jeep Chrysler	Grand Cherokee PT Cruiser	2002	43,000

**Brief Description of Defect**

Mfg. Campaign No. 994—Instruments. DOM: 7/01-8/01. Software error can occur in instrument cluster microprocessor causing vehicle's gauges, illumination lamps and warning lamps to become inoperative. Correct by fixing software.

06V-044	02-07-06	Dodge	Durango	2006	335
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**Brief Description of Defect**

Mfg. Campaign No. F09 — Restraint Electronic Control Module. DOM: 1/06 Vehicles fail to meet FMVSS 208, Wrong occupant restraint controller (orc) was installed on vehicles which can cause injury to driver in crash. Correct by replacing occupant restraint control module.

06V-341	09-06-06	Chrysler Dodge	300 Charger, Dakota, Durango, Magnum, Nitro 4X2, Ram 3500	2007	4,770
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Jeep Liberty

**Brief Description of Defect**

Mfg. Campaign No. F43 — Powertrain Control Module. DOM: 9/06. On vehicles with automatic transmissions, software programmed into powertrain control module can cause momentary lock up of drive wheels if vehicle is traveling over 40 mph and operator shifts from drive to neutral and back to drive. Drive wheels lock up can cause loss of vehicle control resulting in crash. Correct by reprogramming powertrain control module.

06V-432 11-08- Chrysler Pacifica 2005- 127,928  
06 06

**Brief Description of Defect**

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

07V-291 07-03- Dodge Nitro 2007 80,894  
07

Jeep Wrangler

**Brief Description of Defect**

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.

08V-059 02-06- Jeep Commander 2008 1,338  
08

Grand  
Cherokee

**Brief Description of Defect**

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.

08V-203 05-06- Jeep Commander 2006 24,461  
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**Brief Description of Defect**

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

08V-528 10-09- Chrysler Sebring 2009 712  
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Dodge Avenger,  
Caliber,  
Journey  
Jeep Compass,  
Patriot

**Brief Description of Defect**

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

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replacing control module.

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**Detroit Diesel Corp.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Component</b>	<b>Model or Size Designation</b>
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**Number of Components Recalled**

05E-050	8-12-05	ECM	Series 50	160
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**Brief Description of Defect**

Mfg. Campaign No. 05C-3 — Electronic Control Module. DOM: 10/02-10/04. Due to programming error, ECM did not activate exhaust temperature sensor. If turbocharger failure, lubricating oil can enter exhaust system causing fire. Correct by reprogramming ECM.

96E-033	10-1-96	Electronic control module	Detroit Diesel Optimized Idle System
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**Brief Description of Defect**

Mfg. Campaign No. 96C-2— Throttle. DOM - (N/A). If ignition is turned on and fuse for Electronic Control Module (ECM) power feed line is removed or burned out, unintentional cranking of engine will occur. If this occurs, injury to persons working in vicinity of engine may happen as well as vehicle movement, resulting in an accident. (Correct by rewiring vehicles using revised ECM which will eliminate unintentional cranking.)

**Ducati North America**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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07V-450	09-25-07	Ducati	1098	2007	1,516
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**Brief Description of Defect**

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.

09V-365	09-25-09	Ducati	F1098S Streetfighter	2010	247
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**Brief Description of Defect**

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. Stalling while driving can result in crash. Correct by retightening ground screw.

<b>Ferrari</b>					
<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
00V-099	03-00	Ferrari	360 Modena 360 Modena F1	1999	173

**Brief Description of Defect**

Mfg. Campaign No. 27—Electronic control module. DOM 12/98-10/99. ABS (anti-lock braking system)/ASR (traction control system) electronic control unit is affected by error in production by supplier. ABS function will not activate, allowing vehicle instability under very hard braking. Correct by replacing ABS/ASR electronic control unit.

<b>Ford Motor Co.</b>					
<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
00V-072	03-02-00	Ford Mercury	Explorer Mountaineer	1999– 2000	208,903

**Brief Description of Defect**

Mfg. Campaign No. 00S04—Electronic control module. DOM 9/98-9/99. On vehicles with 4.0L engines and All-time 4-Wheel Drive (A4WD) powertrain, generic electronic module (GEM) could experience condition referred to as "lock-up" in which GEM controlled electronic functions (e.g., front W/S wipers, interior lights, 4x4 system, etc.) could not be turned ON or, in some cases if function is ON, could not be turned OFF. Correct by installing resistor in GEM circuit.

00V-395	11-16-00	Ford	Explorer	1999– 00	101,850
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**Brief Description of Defect**

Mfg. Campaign No. 00S46—Powertrain control module. DOM: 6/98-11/99. SUVs with 3.27 or 3.55 axle ration have Powertrain Control Module (PCM) that allows vehicle to exceed design intent top speed. At these extreme speeds, vehicle is capable of exceeding speed rating of tire, resulting in tire failure and crash. Correct by reprogramming PCM.

<b>Freightliner Corp. (now Daimler Trucks North America LLC)</b>					
<b>NHTSA</b>	<b>Date</b>	<b>Make</b>	<b>Model</b>	<b>Model</b>	

<b>ID Number:</b>	<b>of Notifi- cation</b>	<b>Year</b>
96V-181.001	9-17-96	Freightliner Century FLD 1996

**Brief Description of Defect**

Mfg. Campaign No. FL-201A—Electronic control module. DOM - 01/96-09/96. Vehicles are equipped with a Detroit Diesel "Optimized Idle" system. If the ignition is turned on and the fuse for the electronic control module (ECM) power feed line is removed or burned out, unintentional cranking of the engine will occur and vehicle movement may occur, resulting in a vehicle accident. (Correct by rewiring vehicles using a revised ECM which will eliminate unintentional cranking.)

**Freightliner Corp. (now Daimler Trucks North America LLC)**

<b>NHTSA ID Number</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
05V-469	09-23-05	Freightliner	Cargo, MB55, MC, XB, XB-R, XB-S, XC, XC-R, XC-S, MT45, MT55	2004-05	8,310
		Sterling Thomas Built	Cargo MVP EF		

**Brief Description of Defect**

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.

<b>NHTSA ID Number:</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
09V-024	01-22-09	Freightliner	Cascadia	2007-09	14,181

**Brief Description of Defect**

Mfg. Campaign No. FL545 — Electronic Control Module. DOM: 12/06-12/08. Trucks with cab signal-detect and activation modules (SAMS). Potential corrosion damage due to water intrusion into SAMS may cause electrical shorts or intermittent operation of tail lamps, stop lamps, side marker lamps and trailer lighting. In some cases starter motors have activated without key on. Electrical short in cab SAM or chassis SAM may cause melting in SAM or other electrical components which may cause vehicle fire. Correct by inspecting for indication of water intrusion or damage to SAMS and replacing as required along with modifications will be completed to control sources of water intrusion.

**General Motors Corp.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
96V-116	6-24-96	Buick	LeSabre Park Avenue Regal Riviera	1996-97 1996	
		Oldsmobile Pontiac	88, 98 Bonneville		

**Brief Description of Defect**

Mfg. Campaign No. 97-C-02—Engine. DOM - 07/95-05/96. Backfire during engine starting can cause breakage of upper intake manifold. This can cause a no-start condition and an engine compartment fire. (Correct by updating powertrain control module programming. Until repairs are made, vehicle hood should be shut whenever starting vehicle to reduce chance of personal injury.)

97V-064	4-18-97	Buick	Park Avenue	1997	77,449
		Cadillac	Seville Deville El Dorado		

**Brief Description of Defect**

Mfg. Campaign No. 97020—Brakes; electronic control module. DOM - 04/96-12/96. Electronic Brake Control Module or Electronic Brake and Traction Control Module can cause anti-lock brake system (ABS) to cycle during a non-ABS brake application. This results in increased vehicle stopping distance and increases risk of vehicle crash. (Correct by replacing electronic brake control module or electronic brake and traction control module.)

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.

09V-489	12-23-09	Chevrolet	Equinox	2010	59,031
		GMC	Terrain		

**Brief Description of Defect**

Mfg. Campaign No. 090298 — Computer Module/FMVSS 101 & 103. DOM: 2/09-11/09. Vehicles fail to meet FMVSS 101 and FMVSS 103. Software in center instrument panel can cause heating, air conditioning, defrost, and radio controls, as well as panel illumination to become inoperative. Driving without functioning defrost system can decrease visibility and could result in crash without warning. Correct by replacing computer module in center instrument panel.

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**Gillig Corp. (See Holiday Rambler Corp.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
05V-473	10-11-05	Gillig	Low Floor Phantom	2003-04 2003	5

**Brief Description of Defect**

Mfg. Campaign No. N/A—Electronic Control Module. DOM: N/A. Transit buses manufactured with Detroit Diesel series 50 engines, electronic control module (ECM) will need to be reprogrammed to activate exhaust temperature sensor. Engine malfunction could lead to engine and vehicle damage and fire. Detroit Diesel is conducting recall (see 05E-050). Correct by reprogramming ECM.

07V-265	06-08-07	Gillig	Low Floor, Phantom	2007	2
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**Brief Description of Defect**

Mfg. Campaign No. N/A — Electronic Control Module. DOM: N/A. On transit buses with Cummins ISM C876 engines, electronic control module fails to recognize inputs of vehicle electronic control unit or from driver actuated dash switch resulting in unintended (or unexpected) elevated exhaust temperatures. While this does not involve risk of fire in vehicle, it could present fire hazard where vehicle's exhaust is in close proximity to materials or substances that can melt, burn, or explode. Correct by installing new ECM software.

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**Hyundai Motor America**

<b>NHTSA ID Number:</b>	<b>Date of Notifi-</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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cation					
01V-362	11-28-01	Hyundai	XG300	2001	1,963

**Brief Description of Defect**

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 failure sensor which could result in engine stalling and crash. Correct by inspecting and replacing PCM as necessary.

**International Truck and Engine Corp. (Navistar International Corp., International Harvester Co.) (see IC Corp.)**

NHTSA ID Number:	Date of Notification	Make	Model	Model Year	Number of Vehicles
07V-227	06-05-07	International	9200I, 9400I, 9900I, 9900IX	2007	12

**Brief Description of Defect**

Mfg. Campaign No. 07507 — Electronic Control Unit. DOM: 7/06-3/07. Diesel engine/generator unit can be started remotely by person in truck cab while its protective cover is removed; and engine may re-start after emergency fuel cutoff is used to shut down unit. Unexpected starting of diesel engine/generator unit, when protective cover is removed and maintenance is being performed, may result in personal injury. Correct by updating auxiliary power system with new electronic control unit containing programming to prevent diesel engine/generator operation while its protective cover is removed. Also correct by installing warning labels on diesel engine/generator unit and cover and orange conduit on all high voltage power cables.

07V-374	8-21-07	International	5500I, 5600I, 7600I, 8600, 9200I	2007-08	49
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**Brief Description of Defect**

Mfg. Campaign No. 07512—Engine ECM. DOM: 5/06-4/07. On heavy duty class 8 trucks with Cummins ISM C876 engines, electronic control module fails to recognize inputs of vehicle electronic control unit or from driver actuated dash switch increasing risk of unintended (or unexpected) elevated exhaust temperatures. While this does not involve risk of fire in vehicle itself, fire could occur where vehicle's exhaust is in close proximity to materials or substances that can melt, burn, or explode. Correct by installing new ECM software.

**Isuzu Motors, Limited**

NHTSA ID Number:	Date of Notification	Make	Model	Model Years	Number of Vehicles
98V-170.001	7-23-98	Isuzu	Rodeo Amigo	1998	55,475

**Brief Description of Defect**

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.)

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**John Deere (Deere & Co.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Component</b>	<b>Model or Size Component</b>	<b>Number of Components Recalled</b>
97E-010	4-1-97	Electronic Control Module (ECM)	8.1-Liter CNG Deere Engine	198

**Brief Description of Defect**

Mfg. Campaign No. (N/A)—ECM. DOM - 11/95-02/97. ECM in these engines contains a manufacturing defect resulting in intermittent electrical contact, which sends incorrect electronic signals to engine throttle control. This condition creates potential for sudden acceleration or deceleration of engine, increasing risk of crash. (John Deere has not yet provided a remedy for this campaign. All buses powered by these CNG engines must be immediately removed from service.)

**Kawasaki Motors Corp., U.S.A.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
07V-215	05-17-07	Kawasaki	VN900B6F VN900B6FL VN900D6F VN900D6FL	2006	5,906

**Brief Description of Defect**

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 containing revised settings that address engine stalling.

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

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
97V-228	12-9-97	Mazda	626	1998	20,000

**Brief Description of Defect**

Mazda Campaign No. 73801—Electronic control module. DOM - 8/97-12/97. Due to a programming error, powertrain control module (PCM) installed can trigger a shift in air-fuel ratio to an overlean 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.)

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**Mercedes-Benz of North America, Inc. (now Mercedes-Benz USA, LLC)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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01V-061	2-21-01	Mercedes Benz	M-Class	2001	377
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**Brief Description of Defect**

Mfg. Campaign No. 2001-020001—Electrical control module. DOM: 1/01-2/01. All Activity Module II (AAM II) could have sub-component that could cause module to intermittently not function properly. AAM II controls number of systems including functionality of high beam lights, instrument cluster, door locks, and wiper systems. This could cause intermittent non-functioning of these systems. Correct by replacing AAM II.

08V-122	03-19-08	Mercedes	CL-Class, S-Class	2008	3,283
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**Brief Description of Defect**

Mfg. Campaign No. 2008030005 — Electronic Control Module. DOM: 10/07-12/07. Malfunction may occur in signal acquisition and actuation module-front (SAM-R) transistors. SAM-F is double transistor that helps control vehicle functions and lighting of center console. Incorrect storage of transistors led transistors to be exposed to excess humidity presence of moisture in combination with thermal stress during “reflow soldering” may damage transistors and prevent them from properly functioning which can result in crash. Correct by inspecting and replacing module.

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**Monaco Coach Corp. (see Holiday Rambler Corp.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
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06V-182	05-19-06	Beaver	Marquis	2007	465
		Holiday Rambler	Navigator	2004-07	
		Monaco	Executive Signature	2003-06	

**Brief Description of Defect**

Mfg. Campaign No.N/A—Electronic Control Module. DOM: 1/03-4/06. On motor homes with

Detroit Diesel series c-60 engines, electronic control module (ecm) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting this recall (See 06E-019) Correct by reprograming ecm to current mainframe calibrations.

**Motor Coach Industries, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notifi-cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
06V-140	04-24-06	MCI	102EL3, E4500	2000-05	4,765
			D, D4000, D4005, D4500, D4505, DISTV, DL3	2000-06	
			G4500	2001-04	
			J4500	2001-06	

**Brief Description of Defect**

Mfg. Campaign No. N/A—Electronic Control Module. DOM: 12/00-6/05. On motor coaches with Detroit Diesel series c-60 engines, electronic control module (ECM) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting this recall (See 06E-019) Correct by reprograming ECM to current mainframe calibrations.

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

<b>NHTSA ID Number:</b>	<b>Date of Notifi-cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>
96V-181.002	12-6-96	Inter-national	9200 9300 9400 9800	1997

**Brief Description of Defect**

Mfg. Campaign No. 96511—Electrical. DOM - 04/96-09/96. If the ignition is turned on and the fuse for the electronic control module (ECM) power feed line is removed or burned out, the safety features designed to prevent injury to persons working in the vicinity of the engine will be bypassed, and unintentional cranking of the engine will occur. If this occurs, persons working in the vicinity of the engine could be injured and the vehicle could move. (Correct by rewiring vehicles using a revised ECM that will eliminate unintentional cranking.)

**Neoplan**

<b>NHTSA</b>	<b>Date</b>	<b>Make</b>	<b>Model</b>	<b>Model</b>	<b>Number</b>
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<b>ID Number:</b>	<b>of Notifi- cation</b>		<b>Year</b>	<b>of Vehicles</b>	
99V-027	3-15- 99	Navistar	15552 1652 3400 3600 3800 4700 4900	1996- 98	40,091

**Brief Description of Defect**

Mfg. Campaign No. 99501—Tie rod. DOM: 5/96-10/97. On front steer axles, tie rod end can pull outboard and separate from tie rod tube, resulting in loss of steering control. (Correct by replacing complete tie rod assembly.)

**New Flyer Industries, Ltd.**

<b>NHTSA ID Number</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
08V-296	07-03- 08	New Flyer	C40LF, C40LFR, D35LF, D40LF, D41LF, D61LFR, DE41LF, DE41LFR, DE61LF, E40LFR, GE40LFR	2008	319

**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.

**Nissan Motor Corp., USA (Nissan North America, Inc.)**

<b>NHTSA ID Number:</b>	<b>Date of Notifi- cation</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
02V-165	6-17- 02	Nissan	Altra EV	2000	15

**Brief Description of Defect**

Mfg. Campaign No. (N/A)-Electric Vehicle Motor Control Unit. DOM-3/1/00-3/14/00. Power supply unit can go into fail-safe mode under conditions of low battery charge and full acceleration at speeds greater than 30 MPH, resulting in sudden loss of power by drive motor. Correct by replacing motor control unit.

02V-298	11-12-02	Nissan	Frontier Xterra	2002	5,000
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**Brief Description of Defect**

Mfg. Campaign No. (N/A)-Electronic Control Module. DOM-7/15/01-1/1/02. Amount of intake air flow through air flow meter exceeds maximum preset diagnosis limit value under certain conditions, causing engine control system to go into failsafe mode. Engine will not exceed 2400 RPM regardless of throttle position. Correct by reprogramming electronic control module.

06V-242	06-28-06	Nissan	Altima, Sentra	2003-04	294,166
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**Brief Description of Defect**

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

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**Nova Bus Inc. (Division of Prevost Car, Inc.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
07V-029	11-21-06	Novabus	RTS	1994-02	900

**Brief Description of Defect**

Mfg. Campaign No. N/A—Electronic Control Module. DOM: 1/94-12/02. On transit buses with Detroit Diesel Series 50 engines, electronic control module (ECM) will need to be reprogrammed to activate exhaust temperature sensor. Engine malfunction could possibly lead to engine and vehicle damage and potential for vehicle fire. Correct by reprogramming engines.

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**Paccar, Inc. (formerly Pacific Car & Foundry Co.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
01V-131	4-12-01	Peterbilt	320 387	1999-00	1,449

**Brief Description of Defect**

Mfg. Campaign No. 401-D—Electronic control module. DOM: 8/99-10/00. Vehicles have reduced function interface module (RFIM), which receives data from various components/systems and sends information to

microprocessor. Defect in RFIM's allows water to penetrate portion of module, causing electrical short. This results in erroneous air pressure reading on gauge in dash. Correct by replacing RFIM.

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**Paccar, Inc. (Pacific Car & Foundry Co., see Kenworth Truck Co.)**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
07V-287	07-05-07	Kenworth Peterbilt	T800 320, 357, 365, 367, 386, 388	2008	618

**Brief Description of Defect**

Mfg. Campaign No. 607F & 07KWC — Electronic Control Module. DOM: N/A. On trucks with Cummins ISM C876 engines, electronic control module fails to recognize inputs of vehicle electronic control unit or from driver actuated dash switch resulting in unintended (or unexpected) elevated exhaust temperatures. While this does not involve risk of fire in vehicle, it could present fire hazard where vehicle's exhaust is in close proximity to materials or substances that can melt, burn, or explode. Correct by installing new ECM software.

**Polaris Industries, Inc.**

<b>NHTSA ID Number</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
08V-446	09-03-08	Victory	Vision	2008	2,444

**Brief Description of Defect**

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

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**Porsche Cars North America, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
00V-109	04-07-00	Porsche	911 Carrera	1999- 2000	2,734

**Brief Description of Defect**

Mfg. Campaign No. (N/A)—Electronic control module. DOM 9/98-2/00. Incorrect programming of electronic logic unit can cause incorrect fuel level. Vehicle could run out of fuel,

causing loss of power. Correct by updating software in Instrument Cluster so that fuel level and range of remaining fuel are determined and displayed correctly.

<b>Rockwell International/Meritor</b>				
<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Component</b>	<b>Model or Size Designation</b>	<b>Number of Components Recalled</b>
97E-039	11-12-97	Electronic Control Units	Rockwell ECU	18,830

**Brief Description of Defect**

Mfg. Campaign No. (N/A)—Electronic control units. DOM - 10/94-06/96. Cover seals (O-ring) were not installed correctly in Easy-Stop trailer ABS electronic control units. An incorrectly installed seal allows water to enter ECU, causing fault to develop. This will cause vehicle's trailer ABS warning lamp to illuminate immediately when water contacts board, deactivating all or part of ABS. If warning lamp signal is ignored for period of time, corrosion can develop, resulting in complete loss of ECU function. (Correct by replacing ECU on trailers.)Manchester Tank & Equipment Co.

<b>Setra of North America, Inc.</b>					
<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
06V-233	06-20-06	Setra	S417	2003-06	335

**Brief Description of Defect**

Mfg. Campaign No. N/A — Electronic Control Module. DOM: 3/03-5/06. On buses with Detroit Diesel series C-60 engines, electronic control module (ECM) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting recall (see 06E-019) Correct by reprograming ECM to current mainframe calibrations.

**Thomas Built Buses (see Freightliner Corp., now Daimler Trucks North America LLC)**

<b>NHTSA ID Number</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
09V-011	01-13-09	Thomas Built	Saf-T-Liner Hdx	2003-06	2,426

**Brief Description of Defect**

Mfg. Campaign No. FL-544 — Transmission Control Module. DOM: 4/02-8/05. Automatic transmission control module located between frame rails near front axle and outside transmission control module cover may become corroded due to water and road spray intrusion. This may cause starter motor to engage unexpectedly or backup lights to

operate intermittently which may lead to crash or personal injury. Correct by repairing.

**Toyota Motor Sales, U.S.A., Inc. (Toyota Motor Corp., Toyota Motor North America, Inc.)**

<b>NHTSA ID Number</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
10V-384	08-26-10	Toyota	Corolla, Matrix	2005-08	1,128,659

**Brief Description of Defect**

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.

**Van Hool N.V.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
06V-128	04-18-06	Van Hool	C2045	1999-02, 2004-06	870
			S2145	2000	
			T2140	2005	
			T2145	2000-02, 2004-06	

**Brief Description of Defect**

Mfg. Campaign No. N/A—Electronic Control Module. DOM: 3/99–3/06. On motor coaches with Detroit Diesel series c-60 engines, electronic control module (ECM) will be reprogrammed to current mainframe calibrations to prevent turbocharger failure from progressing to engine compartment fire. Detroit Diesel is conducting this recall (see 06E-019). Correct by reprogramming ECM to current mainframe calibrations.

**Volkswagen of America, Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
08V-235	05-28-08	VW	Passat	2008	6,579
			Tiguan	2009	

**Brief Description of Defect**

Mfg. Campaign No. 24M9/R7 — Engine Control Module. 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. 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

**Volvo Cars of North America Inc.**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
09V-139	04-29-09	Volvo	S80 XC70	2007-08 2008	12,303

**Brief Description of Defect**

Mfg. Campaign No. R213 — Electronic Control Module. DOM: 1/06-8/07. Diagnostic software in central electronic module may cause malfunction of W/S wiper. W/S wipers may not operate when activated or W/S wipers may activate when not switched on. Operating motor vehicle during inclement weather conditions without functioning W/S wipers can result in crash. Correct by inspecting central electronic module and upgrading software

09V-343	09-01-09	Volvo	S80 XC60 XC70	2008-10 2010 2009-10	11,993
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**Brief Description of Defect**

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.

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**Western Recreational Vehicles**

<b>NHTSA ID Number:</b>	<b>Date of Notification</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Number of Vehicles</b>
05V-250	05-12-05	Western	Alpine Coach Avalanche	1998-05 2005-06	89

**Brief Description of Defect**

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.

