



TR (Technical Report)

Ref. No : [Redacted]

Status : Linked

Responsible : [Redacted] (TCS)

Subject [Redacted] on manual transmission

^ **General**

Local Ref No.	-	Incident Country	[Redacted]	Claim No.	-	
Model	[Redacted]	Model Year	[Redacted]	Taskforce Report	No	
No Action Reason	-	Info Source	-	Classification	-	
Explanation	-					
Issue Coverage	<input type="checkbox"/> [Redacted]	<input type="checkbox"/> 12MIS	<input type="checkbox"/> Durability	<input type="checkbox"/> QCS	<input type="checkbox"/> IQS	<input type="checkbox"/> Breakdown

^ **Vehicle Details**

VIN	[Redacted]	Plant Code	L-NMEX	Color Code	[Redacted]
Model Variation	BDTALBF [Redacted] EUB-----	Sold Date	[Redacted]	Battery Pack No.	-
Prod Date	[Redacted]	Engine No.	[Redacted]	On Board Charge No.	-
Engine Type	[Redacted]	Transmission No.	-		
Transmission Type	R55F91R	DC Converter No.	-		
Inverter No.	-	E-PKB ECU No.	-		
PBW ECU No.	-	E-PKB ATR No.	-		
Electric Heater Unit No.	-				

^ **Incident Details**

Dealer No. - Name	FQC Fleet	County/State	TN	Contact	-
City/Town	[Redacted]	Incident Mileage	[Redacted]		
Date of Incident	[Redacted]				

Customer Complaint Reduced power - MIL on [Redacted] in pending

Details of Incident Induced stall from simulated poor clutch engagement resulted in reduced power with MIL on [Redacted] in pending

Incident Conditions During Reduced power after stall due to poor clutch engagement

Field Investigation

Issue can be reproduced by repeated induced stalls. Consult screenshot and data shown below.

All Self Diagnosis Results

SYSTEM	PART NUMBER	Result	Detailed Information	TIME
AIR PRESSURE MONITOR		CRNT	LOW PRESSURE FL	CRNT
AIR PRESSURE MONITOR		CRNT	LOW PRESSURE FR	CRNT
AIR PRESSURE MONITOR		CRNT	LOW PRESSURE RR	CRNT
			A camshaft posi signal	
LASER/RADAR		PAST	RADAR STAIN [CMP/SYS OPR OBST OR BLKD]	PAST
ABS		No		
METER/M&A		No		
BCM		No		
AIR BAG		No		
ICC/ADAS		No		
		No		
E/R		No		
SONAR		No		
LANE CAMERA		No		
3ch CAN GATEWAY		No		

Reproduce process

- 3 repeat stalls by releasing clutch with hand brake on in reverse
- cold engine

FFD from reproduction shown below

All Self Diagnosis Results

A Sedan

Detected	A camshaft posi signal B1
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FFD(Freeze Frame Data)

MONITOR ITEM	VALUE	UNIT
ODO/TRIP METER	58957	mile
Warm up cycle counter	0	
FUEL SYS	Mode5	
FUEL SYS	##	
CAL/D VALUE	100	%
COOLANT TEMP	59	°F
L-FUEL	100.0	%
L-FUEL	0.0	%
S-FUEL	100.0	%
S-FUEL	0.0	%
ENGINE SPEED	75	rpm
VEHICL SPEED	0	mph
INT MANI PRES	0.3	psi
ABSOL TH-P/S	23	%
INT/A TEMP SE	59	°F
COMBUST CONDITION	Mode1	
B/FUEL SCHDL	10.277	msec

Repair Action & Results

No repair - FQC fleet test vehicle

^ Parts Details

Part No.	Part Name	Quantity Available
1		

^ Coding Block

PFP [REDACTED] SEN ASSY-CAM Additional PFP - Tread Code [REDACTED]-Engine & Engine Cooling

DTC -

f, s, s, s No

CS Code - CT Code -

^ Related Documents

Ref No.	Status	Responsible	Elapsed Days
[REDACTED]	REQ Issued	[REDACTED]	[REDACTED]
[REDACTED]	Linked	[REDACTED]	-
[REDACTED]	Closed	[REDACTED]	-
[REDACTED]	Linked	[REDACTED]	-
[REDACTED]	Linked	[REDACTED]	-
[REDACTED]	Linked	[REDACTED]	-
[REDACTED]	Draft	[REDACTED]	[REDACTED]
[REDACTED]	Closed	[REDACTED]	-
[REDACTED]	Creating LLR	[REDACTED] (JP-NML-2U1-[REDACTED])	[REDACTED]
[REDACTED]	Received	[REDACTED] (NMEX-POWERTRAIN-[REDACTED])	[REDACTED]
[REDACTED]	Closed	[REDACTED]	-
[REDACTED]	Draft	[REDACTED]	[REDACTED]

^ Workflow & History

Date	Old Status	Old Responsible	Action	New Responsible	New Status	Comments
[REDACTED]	Public	[REDACTED]	TC: Link to PRO	[REDACTED]	TC: Linked	[REDACTED]
[REDACTED]	Draft	[REDACTED]	TC: Publish	[REDACTED]	TC: Public	-
[REDACTED]	Initiated	[REDACTED]	TC: Save	[REDACTED]	TC: Draft	-

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^ Project Member

Author [REDACTED]

Published Date [REDACTED]

Pre-Select Destination -

Notification [REDACTED]

^ Comment