



To: Michelle Rice - NHTSA
Date: August 07, 2019
Subject: Amended 74D9 Safety Recall Chronology (19V-547)

Dear Ms. Rice:

Volkswagen is voluntarily submitting the amended chronology for the Audi 74D9 Safety Recall in this additional manner due to character limitations in the provided field for this information in the NHTSA Portal. It should be noted that Volkswagen submitted this amended information in the portal on time on August 07, 2019 by splitting the information between the "Chronology of Defect" field and the "Manufacturer Comments to NHTSA Staff" field similar to previous submissions. Please see the amended subject chronology below.

May/June 2017: Increased amount of field reports regarding replacements of the passenger occupant detection system. Analysis and investigation was started together in cooperation with supplier.

June 2017 – August 2018: During the analysis of field parts (seats) at Audi and IEE facilities in all cases the error could not be reproduced or was not active during analysis. Additional analysis of field cases in the US (with seats still in vehicle) together with the supplier. Root cause could still not clearly be identified. Further testing regarding possible influences and root cause. Error could finally be duplicated temporarily but root cause could still not be determined. After it became clear that a partial surface oxidation inside the connecting cable seems to be a factor, testing for field solution was started.

August 2018: After testing was completed and effectiveness was confirmed, field solution was implemented with a technical bulletin (dealer should wrap the cable with a zip-tie in order to interrupt the partial surface oxidation of the electrical shielding inside the cable harness).

October 2018: Topic was reported to the Audi Product Safety Committee due to further increase in field reports.

November 2018 – April 2019: Further analysis was tasked regarding the difference in field reports across the models and possible influences.

May 2019 – July 2019: Confirmation that the self-diagnosis software in certain models is too sensitive in case of surface oxidation on the electrical shielding of the cable. It still remains unclear at this point though how the issue develops and why certain vehicles/models/model years show a higher claim rate than others and why some vehicles do not show any problems.

July 17, 2019: Although the issue and possible factors are still not fully understood, the Audi Product Safety Committee makes the determination of a defect and decides a safety recall for A4/A5 vehicles equipped with the BodySense3 system and the affected software version produced until July 31st, 2018. Audi continues to investigate the topic.

July 31, 2019: Continued discussion in APS, decision regarding remedy was amended.

Sincerely,

for
Christopher T. Sandvig

Director – Group Customer Protection

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