

Part 573 Safety Recall Report

20V-732

Manufacturer Name : Bugatti**Submission Date :** MAY 12, 2021**NHTSA Recall No. :** 20V-732**Manufacturer Recall No. :** BUGCR033**Manufacturer Information :****Manufacturer Name :** Bugatti**Address :** 1 Chateau St Jean
Dorlisheim, France 00 67120**Company phone :** 999**Population :****Number of potentially involved :** 73**Estimated percentage with defect :** 100 %**Vehicle Information :****Vehicle 1 :** 2017-2020 Bugatti Chiron**Vehicle Type :** LIGHT VEHICLES**Body Style :** 2-DOOR**Power Train :** GAS**Descriptive Information :** New Software package is available due to a non-compliance with FMVSS 126 and European regulation: ECE R13H regarding the function of the ESC system (Electronic Stability Control).

When the Drive Mode selector switch is in Handling Mode ("Flag" icon selected,) the ESC System does not automatically switch back to fully functional Default mode, after an ignition cycle. The population of vehicles was determined to be all delivered cars between 12/21/2017 and 11/02/2020.

During new model ESC application test, the non-compliance was identified.

After the first test where the problem was found, all other production cars have been updated to the latest software level.

The car Software system has been updated to meet the standard FMVSS 126 and ECE R13H on all car produced after 11/02/2020.

Production Dates : DEC 21, 2017 - SEP 21, 2020**VIN Range 1 : Begin :** VF9SP3V31JM795016 **End :** VF9SP3V30LM795293☒ Not sequential

Vehicle 2 : 2020-2021 Bugatti DIVO
Vehicle Type : LIGHT VEHICLES
Body Style : 2-DOOR
Power Train : GAS

Descriptive Information : New Software package is available due to a non-compliance with FMVSS 126 and European regulation: ECE R13H regarding the function of the ESC system (Electronic Stability Control).
When the Drive Mode selector switch is in Handling Mode ("Flag" icon is selected,) the ESC System does not automatically switch back to fully functional Default mode, after an ignition cycle. The population of vehicles was determined to be all delivered cars between 07/24/2020 and 10/29/2020.
During new model ESC application test, the non-compliance was identified.
After the first test where the problem was found, all other production cars have been updated to the latest software level.
The car Software system has been updated to meet the standard FMVSS 126 and ECE R13H on all car produced after 11/02/2020.

Production Dates : JUL 24, 2020 - OCT 29, 2020

VIN Range 1 : Begin : VF9SD3V3XLM795004 **End :** VF9SD3V31LM795019 ☒ Not sequential

Vehicle 3 : 2018-2020 Bugatti Chiron Sport
Vehicle Type : LIGHT VEHICLES
Body Style : 2-DOOR
Power Train : GAS

Descriptive Information : New Software package is available due to a non-compliance with FMVSS 126 and European regulation: ECE R13H regarding the function of the ESC system (Electronic Stability Control).
When the Drive Mode selector switch is in Handling Mode ("Flag" icon selected,) the ESC System does not automatically switch back to fully functional Default mode, after an ignition cycle. The population of vehicles was determined to be all delivered cars between 12/21/2017 and 11/02/2020.
During new model ESC application test, the non-compliance was identified.
After the first test where the problem was found, all other production cars have been updated to the latest software level.
The car Software system has been updated to meet the standard FMVSS 126 and ECE R13H on all car produced after 11/02/2020.

Production Dates : NOV 28, 2018 - SEP 21, 2020

VIN Range 1 : Begin : VF9NP3V35HM795018 **End :** VF9SP3V31LM795285 ☒ Not sequential

Description of Noncompliance :

Description of the Noncompliance : There is a non-compliance with FMVSS 126 and ECE R13H. After an ignition cycle, the Electronic Stability Control does not automatically go back into the original default mode if Handling Mode is selected on Drive Mode switch.

FMVSS 1 : 126 - Electronic stability control systems

FMVSS 2 : NR

Description of the Safety Risk : It is a formal non-compliance and not safety relevant.
If the Handling Mode is activated, the ESC System goes to Sport mode.
After an ignition cycle, the ESC does not automatically return back into the original default mode (ESC Normal Mode) due to the concept of the drive mode switch selector.
After restarting the car, the Drive Mode stays in Handling mode. In Handling Mode the driver is provided three safety warnings (two visual warnings, one acoustic warning) alerting to the current state of the Drive Mode and ESC mode.

Description of the Cause : A software non-compliance allows the ESC system to remain in the Handling drive mode with ESC Sport mode activated after ignition cycle.

Identification of Any Warning that can Occur : There three safety warnings (two visual warnings, one acoustic warning) alerting to the current state of the Drive Mode and ESC mode.

Involved Components :

Component Name 1 : NR

Component Description : NR

Component Part Number : NR

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

August 17, 2020- During homologation validation of future Chiron Bugatti Pur Sport derivative, homologation team initially identified "Handling Mode" functionality discrepancy as raising questions regarding compliance with FMVSS 126.

August 19, 2020 – Sep. 18, 2020- Correspondence and consultation with the North American Region compliance team to provide regulatory guidance and verify interpretation of FMVSS 126 and analyze its

applicability to “Handling Mode” program functionality, as developed for Bugatti Chiron Pur Sport derivative. Validation of “Handling Mode” program functionality across all Chiron derivatives continues.

September 17, 2020- Production of new vehicles was stopped, pending resolution of this topic.

September 29, 2020- Topic initially presented to Bugatti internal safety committee. Validation of “Handling Mode” program functionality still ongoing.

November 5, 2020- Results of “Handling Mode” program testing across all Chiron variants completed and delivered to internal safety pre-committee. Validation testing results identified as requiring evaluation by the group Product Safety Committee.

November 18, 2020- Results of “Handling Mode” Program validation testing presented to group Product Safety Committee. Decision that non-compliance with FMVSS 126 existed in identified VIN range and Safety Recall is necessary.

Description of Remedy :

Description of Remedy Program : Vehicles will be recalled. Vehicle owners will be notified by official recall letter, dealer contact, email and customer service phone contact. Bugatti factory engineers will support dealer technicians to reprogram software of affected control units, which will correct the functionality to comply with FMVSS 126 and ECE R13H. After software update, Drive Mode will automatically revert to default ESC mode, regardless of previous Drive Mode selector switch position. Additionally, Driver Information Display will show a message that the Handling Mode is not available and all ESC functionalities have been reactivated with ignition cycle. An owner's manual amendment will be provided, which advises the driver that to re-engage Handling mode, the driver must manually re-select Handling Mode, via the Drive Mode selector switch. All associated repair costs and expenses will be covered under manufacturer warranty at no cost to vehicle owner.

How Remedy Component Differs from Recalled Component : No components replaced. Software modification only.

Identify How/When Recall Condition was Corrected in Production : As of 11/02/2020 all other production car in our possession have been updated.

Recall Schedule :

Description of Recall Schedule : Vehicles will be recalled and customers will receive a letter. Our Bugatti factory engineer will also inform customers individually by phone/then e-mail to arrange an appointment to have the vehicles updated.

Planned Dealer Notification Date : DEC 15, 2020 - DEC 15, 2020

Planned Owner Notification Date : DEC 16, 2020 - DEC 23, 2020

* NR - Not Reported