

Part 573 Safety Recall Report

24V-623

Manufacturer Name : Fisker Group Inc

Submission Date : AUG 20, 2024

NHTSA Recall No. : 24V-623

Manufacturer Recall No. : TSB10062408



Manufacturer Information :

Manufacturer Name : Fisker Group Inc

Address : 14 Centerpointe Drive

La Palma CA 90626

Company phone : 6026537139

Population :

Number of potentially involved : 7,745

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2023-2024 Fisker Ocean

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : HYBRID ELECTRIC

Descriptive Information : All 2023 and 2024 MYs vehicles produced for U.S.A.

Production Dates : FEB 09, 2023 - MAR 13, 2024

VIN Range 1 : Begin : VCF1EBU2XPG001137 **End :** VCF1EBU26RG014034 Not sequential

Description of Defect :

Description of the Defect : During routine testing, it was discovered that drivers of Fisker Ocean vehicles might experience an unusual braking feel. When braking over bumps (road disturbance) there is reduction in negative motor torque (Regenerative brake torque). It requires 740 milliseconds to recover normal operation in the BL3.4 software calibration (current version in the field).

This is what the customer feels like "vehicle accelerating" but there is no acceleration.

The driver still has access to full friction brake deceleration power (brake power provided by service brake system). Fisker engineering performed physical brake test with no loss of friction brake functionality.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The driver may experience an unusual braking feel while driving, requiring the driver to press the brake pedal harder to properly decelerate.

The identified defect in the brake module's software may lead to an altered braking feel, which can cause inconsistent braking performance. This inconsistency may result in the vehicle not decelerating as expected under certain conditions, potentially leading to a delayed response when applying the brakes. Such a situation could increase the risk of a crash, especially in scenarios requiring precise or emergency braking.

The altered braking feel due to the drag torque control feature may reduce the driver's ability to stop the vehicle promptly, particularly in critical situations where immediate braking is necessary.

While this defect could lead to a crash, in cases where it does not, there is still a potential for minor injuries due to the unexpected braking behavior.

Description of the Cause : When braking over bumps, there is a momentary reduction in negative motor torque—specifically, regenerative braking torque—for a few milliseconds. This temporary reduction may give the driver the sensation that the vehicle is accelerating; however, no actual acceleration occurs during this time. Importantly, the driver retains full access to the deceleration power provided by the friction brakes, which are part of the service brake system.

Identification of Any Warning that can Occur : When braking over bumps, there is a momentary reduction in negative motor torque (regenerative braking torque) that lasts for a few milliseconds. This temporary decrease in regenerative braking might give the driver the sensation that the vehicle is accelerating, even though there is no actual acceleration occurring.

The driver still has access to full friction brake deceleration power (brake power provided by service brake system). Fisker engineering performed physical brake test with no loss of friction brake functionality.

Involved Components :

Component Name 1 : Brake software

Component Description : BL5.1 brake software

Component Part Number : BB89819 BL05.01 RT8

Supplier Identification :

Component Manufacturer

Name : Bosch

Address : BEG/ECB6

Bergfeldstraße 2 83607 Holzkirchen Foreign States
Country : Germany

Chronology :

- On December 21, 2023, Fisker and NHTSA met to discuss the NHTSA Vehicle Owner Questionnaires.
- On January 11, 2024, NHTSA Office of Defects Investigations (ODI) Preliminary Evaluation (PE) 24-001 (Loss of Braking Performance) was opened.
- On April 4, 2024, Fisker replied to NHTSA PE 24-001 Information Request.
- On August 1, 2024, NHTSA staff informed Fisker staff of the agency's recommendation regarding PE 24-001.
- On August 5, 2024, Fisker and NHTSA's ODI met to discuss NHTSA's concerns. It was agreed that Fisker would initiate a voluntary safety recall to address the braking performance issue. The ODI will close PE 24-001 once the safety recall is completed.
- On August 8, 2024, the Fisker Decision Committee (FDC) convened to review NHTSA's decision and decided to release the software upgrade OS 2.2 over the air to all vehicles. Fisker is aware of one injury related to this issue.

Description of Remedy :

Description of Remedy Program : Fisker's plan for reimbursement does not apply to all affected vehicles, as these vehicles are new and fall under Fisker's warranty program. Additionally, only Fisker and the supplier of the software can provide the necessary remedy.

How Remedy Component Differs from Recalled Component : Updated the software to modify the brake module to address all diagnostic trouble codes related to the drag torque control and to enhance the vehicle brake system's ability to adapt to various driving scenarios. With the upcoming release of BL5.1 software under the OS 2.2 over-the-air update, the road disturbance will not trigger the Drag Torque Control activation.

Identify How/When Recall Condition was Corrected in Production : Beginning on August 31, 2024, every vehicle produced on the assembly lines in Austria will be equipped with the new software before being released to any market.

Recall Schedule :

Description of Recall Schedule : Estimated Date(s) for Notification to Owners: 10/14/2024

Planned Dealer Notification Date : AUG 14, 2024 - AUG 14, 2024

Planned Owner Notification Date : OCT 14, 2024 - OCT 14, 2024

* NR - Not Reported