

Chronology of Defect (too many characters for the recall portal comment box)

Chronology:

MBAG first became aware of a potential issue related to the maximum speed information label for the spare wheel through a notification from its production plant November 2019. The production plant observed a single vehicle without label during its vehicle quality inspections. MBAG conducted a review of all vehicles that remained at the plant and applied the maximum speed label for the spare wheel if one was not present.

Also in November 2019, MBAG launched an investigation of the issue and whether vehicles without the spare wheel label may have moved beyond the production plant. The investigation also considered whether only vehicles from local US part-by-part production were affected or also impacted vehicles produced from semi-knocked-down (SKD) vehicle kits supplied from a German MBAG plant.

The initial results of the investigation in early 2020 confirmed that the potentially affected population from this issue was limited to vehicles from the local US part-by-part production. In the first quarter of 2020, MBAG continued to evaluate the potential effect of the missing maximum speed information to US drivers and, in conjunction with information received from the spare wheel supplier, the potential effects of operating the vehicle with the spare wheel in excess of the maximum speed.

On March 11, 2020, MBAG determined that a safety risk could not be ruled out and decided to initiate a recall campaign.

Around the same time the initial investigation of this matter began, MBAG also became aware of a different potential issue concerning the maximum speed labeling of spare wheels on other Sprinter vehicles. Since the underlying circumstances between these two subjects concerned the same type of labeling, both subjects were analyzed simultaneously.

To date MBAG is not aware of any complaints concerning this matter from the field.