

Defect / Noncompliance Information Report

(Section 573.6)

FL-934

Date of Submission: May 16, 2022

Manufacturer: Daimler Truck North America LLC
P.O. BOX 3849
Portland, Oregon 97208

Type of Report: Safety Defect Non-Compliance

Vehicle Information

Model Yr. Start: 2021

Model Yr. End: 2022

Make: Freightliner Custom Chassis Corporation (FCCC)

Model: MT50e

Production Dates: **Begin:** November 5, 2020 **End:** April 11, 2022

Descriptive Information: *Supplier alerted FCCC that they had discovered a potential for failure in certain FCCC MT50e model walk-in vans are equipped with a rotary knob managing transmission shift position functionality. If a potentiometer in the switch is damaged, a plausibility error could occur, causing the part to send out a message that will be coded as drive (D) position rather than the appropriate error (ERR) position.*

NOTE:

- *Identify by body style or type. – MT50e, electric walk-in van*

Basis for Determination of the Recall Population: At the current time, all MT50e electric walk-in vans built from *November 5, 2020* to *April 11, 2022* are included in the recall population. However, as DTNA continues to investigate, the population may be decreased. The supplier of the multi-switch notified DTNA of the specific part with a potential defect.

Number potentially involved: 23

Estimated percentage of involved with defect: 100%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

MT50e electric walk-in vans are equipped with a rotary DNRP selector that has two potentiometers inside. Out of an abundance of caution, the supplier did fault-injection testing to determine what would happen in certain unlikely failure modes. In one case, the supplier reported that an unlikely failure mode, if one of the potentiometers is damaged, it could cause a plausibility error that the part would send out a message coded as the D position rather than the appropriate ERR position. Therefore, if this part has damage, there is potential that the vehicle could have Drive selected without the driver's intent, contributing to an increased risk for crash or injury.

Describe the safety risk:

Failure mode could result in an unintended shift into drive.

Identify any warning which can precede or occur:

No known warning.

If applicable, identify the manufacture of the defective or noncompliant component.:

BCS Automotive Interface Solutions (BCS-AIS; BCS)

Involved Components

Component Name: Stalk Switch Right Shifter

Component Description: Stalk Switch Right Shifter with Park Position

Component Part Number: DTNA: 06-87751-008 BCS: 17045623-01

Component's country of origin: PCB is assembled and flashed in Radolfzell, Germany and the final Assembly is done in Benesov, Czech Republic

Business address:

BCS Automotive Interface Solutions GmbH

Industriestr. 2-8

78315 Radolfzell

Germany

Business telephone number: +49 7732 809 798

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision:

On a document dated May 9, 2022, BCS alerted DTNA of DNPR Plausibility Error Observations. Additional communication from the supplier (dated May 10, 2022) was received advising to limit all test vehicles equipped with this part to test track evaluation environments due to the Plausibility Error. DTNA promptly began an investigation; no warranty claims or other communications were found for this type of failure. May 13, 2022 out of an abundance of caution, DTNA decided to conduct a voluntary recall on MT50e walk-in vans. On June 3, 2022, we became aware of additional units that had shipped prior to the recall determination and amended the population accordingly. On June 27, 2022, we amended the start dates to match the population update from June 3, 2020, no impact to vehicle population. To date: DTNA has no reason to believe that the fault, artificially created in supplier fault injection testing, has ever occurred in the real world.

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.

Inspection and repair of the Stalk Switch Right Shifter, if required, will be performed by Daimler Truck North America authorized service facilities. Daimler Truck North America shall be offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which will be posted with owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

Identify the Recall Schedule

Describe the recall schedule for notifications.:

Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.

Planned Dealer Notification Begin Date:	July 14, 2022
Planned Dealer Notification End Date:	July 14, 2022
Planned Owner Notification Begin Date:	July 14, 2022
Planned Owner Notification End Date:	July 14, 2022

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL-934

DTNA Representative;

Sam Geser

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Manager, Compliance and Regulatory Affairs