

## 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:** June 22, 2021 **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 June 22, 2021 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:** 19

**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.

#### **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

## **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. 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

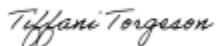
**Planned Owner Notification Begin Date:** July 14, 2022

**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;**



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Manager, Compliance and Regulatory Affairs