

Defect / Noncompliance Information Report

(Section 573.6)

FL942

Date of Submission: 06/27/2022

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: 2019 **Model Yr. End:** 2022

Make: Freightliner Custom Chassis (FCCC)

Model: S2G

Production Dates: **Begin:** 04/12/2019 **End:** 03/01/2022

Descriptive Information: Certain MY 2019 thru 2023 FCCC S2G and TBB C2 Bus equipped with a PSI 8.8L LPG fueled engine may stall suddenly without any warning.

Basis for Determination of the Recall Population:

Certain MY 2019 thru 2023 FCCC S2G chassis and Thomas C2 Bus equipped with a PSI 8.8L LPG fueled engine.

Number potentially involved: 258

Estimated percentage of involved with defect: 2%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

On certain S2G chassis equipped with a PSI 8.8L propane fueled engine, while in motion, the ECM may set a code 629/12 and the engine may randomly shut off, without any warning.

Describe the safety risk:

In certain conditions, an unintended shut down without warning and without the ability to restart the engine, may result in an increased risk of a crash.

Identify any warning which can precede or occur:

There is no warning.

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

Power Solutions International (PSI)

Involved Components

Component Name: N/A

Component Description: N/A

Component Part Number: N/A

Component's country of origin: USA

Business address: 6450 Muirfield Drive, Hanover Park, IL 60133

Business telephone number:

.

Chronology of Defect / Noncompliance Determination

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

In late May 2022, DTNA learned of an IC Bus recall in connection with certain 8.8 L propane-powered engines supplied by PSI, which DTNA also uses in its vehicles. Given this recall and the information identified, DTNA proactively assessed its available data to ascertain potential exposure, if any, to its vehicles. The assessment helped to connect limited pieces of information from a problem that DTNA had believed it solved.

DTNA's analysis identified two service reports in or around January 2022 indicating potentially-related stalling phenomena, as well as one customer report from a fleet with error codes indicating emission-related codes, but no stalling. DTNA's analysis also identified vehicles presenting error codes potentially related to the IC Bus issue in or around late February 2022—but again, without stalling. Given this information, in or around February 2022, DTNA attempted to induce a stalling condition but was unable to do so. At or around the same time, discussed the issue and tested a solution of replacing the ECMs on the affected vehicles, which seemed to resolve the fault codes and any possible stalling issue. Based upon that information, at that time DTNA reasonably concluded those issues to be resolved and not to present an unreasonable risk to motor vehicle safety. The problem was not known to recur until late-May 2022, when DTNA received a report that the fixed vehicles were again stalling and, at approximately the same time, learned of the IC recall. DTNA promptly opened an investigation.

While the information available to DTNA through that investigation is unclear, given IC Bus's recall decision, viewed in conjunction with the contemporaneous stall reports and the information mustered by DTNA during its investigation, on June 17, 2022, out of an abundance of caution and in the interests of safety, DTNA decided to file a recall. To the best of DTNA's knowledge, there are no reported deaths or injuries related to this issue.

In late June, 2022, DTNA discovered that a small number of S2G chassis may have been exported out of the United States. At about the same time, DTNA discovered that one C2 non-school bus was erroneously included in 22V438's population. Upon learning of this information, DTNA immediately reviewed all pertinent facts available at the time and began the process of filing an amended DIR.

Identify the Remedy

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

DTNA is currently working with Power Solutions International (PSI) to develop a remedy. Root cause has not yet been identified. Repairs are expected to be performed by Daimler Trucks North America authorized service facilities. Details of the reimbursement plan will be included in the owner's notification letter.

Identify the Recall Schedule

Describe the recall schedule for notifications.:

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

Planned Dealer Notification Begin Date: 08/19/2022

Planned Dealer Notification End Date: 08/19/2022

Planned Owner Notification Begin Date: 08/19/2022

Planned Owner Notification End Date: 08/19/2022

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL942

DTNA Representative;



Sam Geser

Manager, Product Defect Investigation Engineering Manager