

Defect / Noncompliance Information Report

(Section 573.6)

FL961

Date of Submission: April, 07, 2023 (December 9, 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 Walk-In Van

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

Descriptive Information: *DTNA discovered a potential for noncompliance with FMVSS 102 in certain Freightliner Custom Chassis MT50e model electric walk-in vans are equipped with a certain rotary knob managing transmission shift position functionality. This rotary knob was not used in vehicle production, so no new vehicles are affected; the affected knob was only used in repairing a prior defect under recall FL934. A software failure, that is immediately found on the Stalk Switch, Right rotary shifter upon first installation and use, produces the following effect: if the stalk is positioned in the "P" position, the value of reverse is broadcasted putting the truck and cluster in reverse; if the stalk is positioned in the "R" position, the value of neutral is broadcasted putting the truck in Neutral. Out of abundance of caution, DTNA elected to recall a group of MT50e units that had the Stalk Switch Right, rotary shifter replaced within the remedy of FL934. Separately, DTNA is sequestering all affected parts and, if any got into the aftermarket, complementing the vehicle recall with a parallel parts recall.*

NOTE:

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

Basis for Determination of the Recall Population: At the current time, MT50e Walk-In Van built from November 5, 2020 to April 11, 2022 that have received the remedy to recall FL934 are included in the recall population.

Number potentially involved: 23

Estimated percentage of involved with defect: 100%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

A mismatch between the Shifter Indicator and the Gear of the Truck and Display on certain *Freightliner Custom Chassis MT50e Walk-In Van* 2021 - 2022 vehicles fail to conform to the Federal Motor Vehicle Safety Standard No. 102 Transmission shift position sequence, starter interlock, and transmission braking effect.

Describe the safety risk:

On the affected vehicles, Non-compliance mismatch between shift indicator and truck display. This may result the incorrect indication of transmission selection result in an unintended shift into reverse and increasing the risk of crash.

Identify any warning which can precede or occur:

As the defect will only occur while a vehicle is being repaired, a cautious technician or driver may notice a disagreement between the cluster display and the gear selection and, presuming the normal procedure to chock wheels of a vehicle being repaired, will likely notice no more than the vehicle struggling against the chock blocks.

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 December 1, 2022, a DTNA employee stationed at a bodybuilder found two stalk switches potentially reporting incorrectly on vehicles not whose construction was not yet complete and which therefore were not yet delivered to the final customer. At or about that time, the DTNA CST contacted FCCC Engineering and installed replacement parts on the vehicle. Following this DTNA, through its subsidiary, FCCC arranged to have parts tested at FCCC's Engineering Validation Center. On December 5, DTNA determined there was a defect. Subsequently, on or about December 5, 2022, FCCC engineering alerted Quality of the defect discovered at the bodybuilder and confirmed to be a supplier software defect during testing. DTNA, through its subsidiary FCCC, immediately began an investigation. December 9, 2022 out of an abundance of caution, DTNA decided to conduct a voluntary recall on MT50e walk-in vans based on the potential for a noncompliance with FMVSS 102.

There were no warranty claims nor any other sources of information about this issue other than the DTNA employee's report regarding the vehicles under construction.

Identify the Remedy

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

Repairs will be performed free of charge by Daimler Truck North America authorized service facilities. Details of the reimbursement plan will be included in the 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: February 6, 2023
Planned Dealer Notification End Date: February 6, 2023
Planned Owner Notification Begin Date: February 6, 2023
Planned Owner Notification End Date: February 6, 2023

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): *FL961*

DTNA Representative;

Tiffani Torgeson

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Manager, Compliance and Regulatory Affairs