



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ 17-008
Date Opened: 09/18/2017
Investigator: Xiaoming Tan
Approver: Stephen Ridella
Subject: RQ17 - 008 Closing

Date Closed: 07/31/2018
Reviewer: Jennifer Timian

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Daimler Trucks North America LLC
Products: 2014-2016 Freightliner Cascadia
Population: 1,954

Problem Description: Auxiliary electrical temperature management units may overheat due to high resistance, resulting in possible fires.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	0	3	0

***Description of Other:**

ACTION / SUMMARY INFORMATION

Action: Close Recall Query

Summary:

On February 26, 2016, Bergstrom Inc. notified NHTSA of a safety defect in approximately 10,819 of its ParkSmart auxiliary electrical temperature management units. These units were installed on Freightliner Cascadia Class 8 trucks that may overheat due to high resistance, resulting in possible fires. One of the contributing factors which led to this recall was a plastic vented cap covering the compressor connectors allowing increased flow of air to the overheated connectors, which increased the risk of a fire. ParkSmart units equipped with non-vented caps, according to Bergstrom, were not affected. See Bergstrom recall 16E-017.

On March 7, 2016, Daimler Trucks North America (DTNA), the parent company of Freightliner, filed its corresponding defect decision as to the impacted Freightliner trucks. DTNA identified 8,865 model year 2015-2016 Freightliner Cascadia trucks installed with the ParkSmart units.

On September 18, 2017, the Recall Management Division (RMD), opened this investigation to resolve the discrepancy between the larger number of units Bergstrom recalled with the smaller number of trucks DTNA identified as impacted, and to pursue additional recall actions as needed. RMD issued an information request to DTNA on Oct. 26, 2017 inquiring about the discrepancy, as well as field experience information. DTNA filed several responses of different dates that provided shipping and distribution information as well as field reports.

DTNA explained that their recalled population was comprised only of vehicles they had produced for the U.S. market. They identified that 1,282 vehicles were produced for the Canadian market, and 122 vehicles for the Mexican market. DTNA said that the remaining balance of parts were likely supplied to parts depots for service (service loops) for other purchasers, such as Freightliner dealers sourcing custom vehicle requests.

RMD also requested and reviewed shipping and distribution materials from Bergstrom. These materials identified Park Smart units intended for MY 2014 Cascadia trucks (e.g., vehicles outside the DTNA recall population). RMD confirmed with DTNA that the MY 2014 trucks had the non-vented cap design used on them and so were properly excluded from the recall population.

In addition to collecting information and documentation from the involved companies, ODI reviewed early warning reporting information. This search identified nine reports of thermal events. All events, however, occurred on MY 2014 Cascadia trucks that, for reasons explained above, were not part of the DTNA recall and the event linked to other causes.

In view of the information available to it at this time, RMD is satisfied that the scope of the DTNA recall is adequate. Accordingly, this RQ is closed.