

DAIMLER

Defect Information Report

(Section 573.6)

FL-679

Date of Submission: March 2, 2015

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

Type of Report: **Safety Defect** **Non-Compliance**

Vehicle Information

Model Yr. Start: 2007 **Model Yr. End:** 2011
Make: Freightliner
Model: Cascadia
Production Dates: **Begin:** 03/26/2007
End: 08/31/2010

Type: Do not use this field

Body Style: Do not use this field

Powertrain: Do not use this field

Descriptive Information:

Cascadia vehicles without cab mounted drip shield cover over the Signal-detection and Activation Module for the chassis (SAM Chassis).

VIN (Vehicle Identification Number) Range

Do not use this field

Number potentially involved: 45036 **Estimated percentage of involve with defect:** 20%

Defect / Noncompliance Description

For this Defect/Noncompliance:

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Describe the defect or noncompliance:

Under certain circumstances, vehicles produced prior to production implementation of a cab-mounted drip shield over the SAM Chassis may experience water intrusion and corrosion damage inside the SAM Chassis. This corrosion may cause electrical shorts or intermittent operation of trailer tail lamps, trailer stop lamps, trailer side marker lamps and trailer lighting.

If a noncompliance, provide the applicable FMVSS:**Describe the cause:**

Do not use this field

Check if this recall only affects products in certain geographic regions.

Describe the safety risk:

Under certain conditions, intermittent operation of required trailer lamps may provide an inaccurate signal to other drivers which could increase the risk of a crash. Under certain conditions, an electrical short in the Chassis SAM may also cause melting in the SAM or other electrical components which may lead to a vehicle fire.

Identify any warning which can precede or occur:

Do not use this field

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

Chronology of Defect / Noncompliance Determination

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

In response to customer complaints regarding the SAM Chassis in subject vehicles, in May, 2014, DTNA began an investigation and review of reported SAM Chassis failures that considered several possible sources of water ingress. In July 2014 DTNA concluded that these reports resulted from water entering the SAM Chassis on units where the front cover of the housing had been removed and not properly replaced after service, was incorrectly secured, or other improper maintenance practices. In November 2014 additional supplier warranty return information was provided to DTNA indicating further SAM Chassis water intrusion issues. DTNA began investigation and testing of components for water ingress on units with the cover properly fastened and not impacted by incorrect maintenance practices. This investigation included disassembly and internal inspections of returned units. This investigation and testing determined that even on units with properly mounted front covers, there was the potential for water to enter the SAM Chassis from the back side of the unit which is inside the cab. Following this investigation, DTNA decided to initiate a voluntary recall campaign to add a drip shield inside the cab on the subject vehicles that don't currently have drip shields.

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Identify the Remedy

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

The affected vehicles will be inspected and repaired. The inspection will include an examination of the SAM Chassis for evidence of corrosion and proper drip loop wire routing. SAM Chassis damaged by corrosion will be replaced. A drip shield will be mounted inside the cab, over the SAM chassis on all subject vehicles if not previously installed. Repairs will be performed by Daimler Trucks North America authorized service facilities.

Describe what distinguishes the remedy component from the recalled component.

Do not use this field

Identify and describe how and when the recall condition was corrected in production.

Do not use this field

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: 05/04/2015

Planned Dealer Notification End Date: 05/04/2015

Planned Owner Notification Begin Date: 05/04/2015

Planned Owner Notification End Date: 05/04/2015

Manufacture's identification code for this recall (if applicable): FL-679

Manufactures Comments to NHTSA Staff

DTNA Representative;



Andy Jones
Senior Manager
Compliance and Regulatory Affairs