

Part 573 Safety Recall Report

16V-833

Manufacturer Name : Daimler Vans USA, LLC**Submission Date :** NOV 11, 2016**NHTSA Recall No. :** 16V-833**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Daimler Vans USA, LLC

Address : 303Perimeter Center North
Suite 202 Atlanta GA 30346

Company phone : 7707052070

Population :

Number of potentially involved : 17,501

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2003-2006 Dodge Sprinter 2500 and 3500

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Daimler AG, the manufacturer of Sprinter vehicles, has determined that certain MY03 – MY06 Dodge and Freightliner vans are equipped with an instrument cluster that fails to activate the BRAKE indicator lamp during the lamp function check when the ignition is turned to the “on” (run) position. Regardless, the BRAKE indicator lamp always correctly activates to alert the driver in the event of a low brake fluid level

Production Dates : JUN 30, 2003 - AUG 31, 2006

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2003-2006 Freightliner Sprinter 2500 and 3500

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Daimler AG, the manufacturer of Sprinter vehicles, has determined that certain MY03 – MY06 Dodge and Freightliner vans are equipped with an instrument cluster that fails to activate the BRAKE indicator lamp during the lamp function check when the ignition is turned to the “on” (run) position. Regardless, the BRAKE indicator lamp always correctly activates to alert the driver in the event of a low brake fluid level.

Production Dates : JUN 30, 2003 - AUG 31, 2006

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Noncompliance :**

Description of the Daimler AG, the manufacturer of Sprinter vehicles, has determined that certain MY03 – MY06 Dodge and Freightliner vans are equipped with an instrument

Noncompliance : cluster that fails to activate the BRAKE indicator lamp during the lamp function check when the ignition is turned to the “on” (run) position. Regardless, the BRAKE indicator lamp always correctly activates to alert the driver in the event of a low brake fluid level

FMVSS 1 : 105 - Hydraulic and electric brake systems

FMVSS 2 : NR

Description of the Safety Risk : The non-compliance poses minimal risk to vehicle safety, since the BRAKE indicator lamp will always illuminate correctly in the event of a low brake fluid level.

Description of the Cause : The introduction of ESC in Sprinter models required changes to the telltale logic, as well as the introduction of a new instrument cluster. During this process, the coding for the check of lamp function (“bulb check”) was not properly incorporated.

Identification of Any Warning that can Occur : The customer might notice the BRAKE indicator lamp not illuminating when the ignition switch is turned to the “on” position during the bulb check sequence.

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

DVUSA was asked by Fiat Chrysler Automobiles (FCA) in April 2015 for support regarding Dodge vehicles that allegedly failed the bulb check during a New York State roadside inspection.

Since the vehicles with the potential issue raised by FCA were approximately 10-12 years old, several model years and different vehicle types could potentially have been affected. Accordingly, DAG needed to locate and gain access to vehicles of different model years, types (e.g. cab-chassis, panel van), functionalities (e.g. ESC, ABS, ASR), as well as consider 4 different types of instrument clusters to evaluate this issue.

DAG experienced difficulty in obtaining the instrument cluster coding, which controls the telltale logic for the bulb check. This information is of key significance in order to reproduce and subsequently identify the root cause of the bulb check issue reported by FCA.

DAG conducted comprehensive analysis and testing to evaluate the root cause, the correlation between the different instrument clusters, vehicle functionalities (e.g. ESC, ABS, ASR) and the respective instrument cluster coding.

In the absence of available pertinent information, including the instrument cluster coding, DAG explored several alternative potential root cause scenarios, but was unable to replicate or confirm the issue reported by FCA.

In October 2016 DAG received additional, more detailed information in relation to a potential BRAKE indicator lamp non-compliance affecting certain FCA vehicles. On the basis of this information, DAG shifted the focus of its investigations and was subsequently able to advance our understanding of the subject issue.

Subsequent to this, DAG obtained the instrument cluster coding, thereby making it possible to identify the root cause of the issue and therefore the potentially affected vehicles.

On November 2nd, 2016, DAG determined the non-compliance of the subject vehicles with the requirements of FMVSS 105 S.5.3.2(a).

Description of Remedy :

Description of Remedy Program : Daimler Vans USA LLC (DVUSA) will conduct a voluntary recall to check and if necessary, correct the instrument cluster coding in the potentially affected Sprinter vehicles. DVUSA will work with Fiat Chrysler Automobiles (FCA) to implement a recall for affected Dodge vehicles. DVUSA will provide notice about pre-notice reimbursement to owners in the customer letter.

How Remedy Component Differs from Recalled Component : Re-coding of the instrument cluster in subject vehicles with correct settings to the bulb check.

Identify How/When Recall Condition : Since the issue has not been detected during series production of the subject vehicles, the condition occurred until the end of production of this

was Corrected in Production : model series in August 2006.
With beginning of series production of the next Sprinter generation the issue no longer occurred .

Recall Schedule :

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign in November 2016. A copy of all communications will be provided when available.

Owners will be notified one week after the recall launch to the dealers

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported