

November 2016
INT FL721-01
NHTSA #16V-656
Transport Canada #2016-441
INTERIM RECALL BULLETIN

Subject: CNG Fuel Tank and CPDM Mounting Location

Models Affected: Specific Freightliner Cascadia vehicles manufactured September 24, 2012, through May 27, 2015, built with CNG fuel tanks

General Information

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above. Until the final Recall remedy is available, this interim procedure should be performed on all affected vehicles.

When the final recall is available it will be visible in the OWL coverage screen. An Important Campaign Information Letter will be posted informing dealers the interim recall has ended and the final FL721 repair is available. **All vehicles will require the final remedy, including those that have had the interim recall completed.**

The chassis power distribution module (CPDM) is located at the back of the cab and beneath the compressed natural gas (CNG) fuel tank. Due to the location of the CPDM, it may be subject to higher than expected levels of water spray and contamination from the road, which may lead to localized melting or burning of the CPDM in close proximity to the CNG fuel tanks. This may increase the risk of a vehicle fire.

The final repair will be to remove the CPDM and install new wiring. Until this repair is available, customers have been instructed to take their vehicle to an authorized Daimler Trucks North America location for an interim inspection and possible repair. Upon completion of the interim recall **do not** place a sticker in the door because every vehicle will require the final recall remedy.

Work Instructions

Please refer to the attached work instructions. Before beginning work, use OWL to confirm whether a vehicle is eligible for an interim Recall repair.

Replacement Parts

When needed, please order the CPDM listed below. Parts for other repairs are not part number specific, use PartsPro Module 335 and eComponents to determine replacement part numbers for any missing, broken or defective parts.

Obtain parts for the interim recall by ordering from your facing Parts Distribution Center.

Table 1 - Replacement Parts for INT FL721

Campaign Number	Part Description	Part Number	Qty.
INT FL721-01	PDM-TRAILER, NO STUD, SINGLE	A06-66807-001	1 ea
	POSSIBLE REPLACEMENT PARTS: CPDM COVER SEALS RECEPTACLES TERMINALS CONNECTORS	Per PartsPro Module 335	As Needed

Table 1

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Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
INT FL721-01	Inspect CPDM	0.5	996-0988A	06-Inspect
	Inspect and repair CPDM	1.0	996-0988C	12-Repair Recall/Campaign
	Inspect and replace CPDM	1.5	996-0988B	12-Repair Recall/Campaign

Table 2

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing an interim Recall repair. Please reference the following information in OWL:

- Claim type is **Recall Campaign**.
- In the Campaign field, enter the campaign number and appropriate group (**INT FL721-01**).
- In the Primary Failed Part field, enter **25-FL721-000**.
- In the parts section, enter the appropriate part(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table. Administrative time will be included automatically as SRT 939-6010A for 0.3 hours.
- The VMRS Component Code is **034-004-292** and the Cause Code is **A1 - Campaign**.

IMPORTANT: Confirm whether a vehicle is eligible for an interim Recall repair in OWL before beginning work.

Contact the Warranty Campaigns Department from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, via Web inquiry at AccessFreightliner.com / Support / My Tickets and Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

The interim letter notifying vehicle owners is included for your reference.

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Copy of Interim Notice to Owner

Subject: CNG Fuel Tank and CPDM Mounting Location

For the Notice to U.S. Customers: This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

For the Notice to Canadian Customers: This notice is sent to you in accordance with the Canadian Motor Vehicle Safety Act.

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Cascadia vehicles manufactured September 24, 2012, through May 27, 2015, built with compressed natural gas (CNG) fuel tanks.

The chassis power distribution module (CPDM) is located at the back of the cab and beneath the CNG fuel tank. Due to the location of the CPDM, it may be subject to higher than expected levels of water spray and contamination from the road, which may lead to localized melting or burning of the CPDM in close proximity to the CNG fuel tanks. This may increase the risk of a vehicle fire.

The final repair will be to install new wiring and to eliminate the CPDM. Until this repair is available, please take your vehicle to an authorized Daimler Trucks North America location for an interim inspection and possible repair. Your vehicle will still require the final Recall remedy.

This is the first of two notices you will receive regarding this subject. The interim inspection and repair is available now. You will receive a second notice when the final repair is available. When you receive the second notice, please take your vehicle to an authorized Daimler Trucks North America location. To locate an authorized dealer, search online at www.Daimler-TrucksNorthAmerica.com / Contact Us / Find a Dealer.

If you do not own the vehicle that corresponds to the identification number(s), which appears on the Recall Notice, please return the notice in the postage-paid envelope with any information you can furnish that will assist us in locating the present owner.

For the Notice to U.S. Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) 385-4357 after normal business hours. You may wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>.

For the Notice to Canadian Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) 385-4357 after normal business hours.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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Work Instructions

Subject: CNG Fuel Tank and CPDM Mounting Location

Models Affected: Specific Freightliner Cascadia vehicles manufactured September 24, 2012, through May 27, 2015, built with CNG fuel tanks

IMPORTANT: This is an interim recall. The purpose is to identify any missing, damaged or defective parts that may compromise the safety of the vehicle until the final remedy is available. **Do NOT use a recall completion sticker. It may prevent a customer from getting the final recall repair.**

Interim Inspection and CPDM Repair or Replacement

1. Park the vehicle on a level surface with the front tires pointed straight ahead. Shut down the engine, set the parking brake, and chock the tires.
2. Prior to visual inspection of the CPDM, test the trailer lighting for correct operation
3. Disconnect the batteries.

NOTE: Use PartsPro Module 335 and eComponents to determine replacement part numbers for any missing, broken, or defective parts.

CPDM Cover Inspection

1. Inspect the CPDM to ensure that the following features are intact, with no defects:
 - Two cover hinges
 - Two cover latches

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2. Replace all covers that are missing completely, have cracks, or missing hinges/latches. See [Fig. 1](#) and [Fig. 2](#).



Fig. 1, Incorrect: Broken Latch Cover



Fig. 2, Correct: Latch Cover Intact

CPDM Base - Exterior Inspection

NOTE: The CPDM base can be inspected without opening the CPDM.

1. Inspect the base unit to ensure that the following features are intact, with no defects:

- Four mounting feet
- Two cover hinge mounts
- Two cover latch bars
- Two connectors with locking tabs
- Yellow seal between the two halves of the CPDM body (different from the cover seal)

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2. Remove all debris around the CPDM, especially near the base where it mounts to the bracket.

Replace all CPDMs that lack the features mentioned above, or have visible damage like cracked cases or seals protruding. See **Fig. 3** and **Fig. 4**.



Fig. 3, Incorrect: Broken connector locking tab



Fig. 4, Correct: Connector locking tab intact

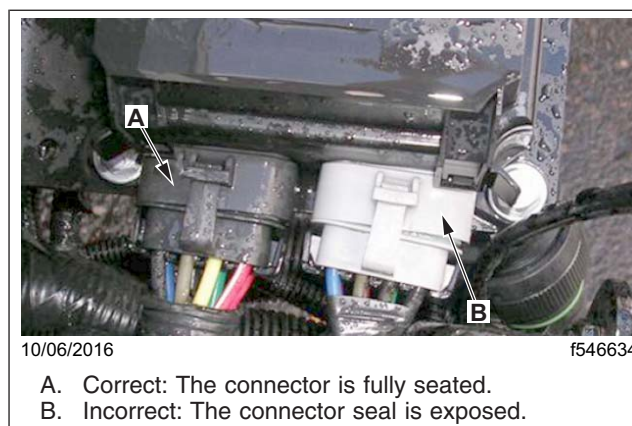
CPDM Connectors – Exterior Inspection

NOTE: The connectors can be inspected without disconnecting them.

1. Inspect connector to ensure that the following features are intact, with no defects:

- Two connectors with latching bars
- Wire seals and/or cavity plugs

2. Replace all connectors that are missing the latch barb or do not seal properly when connected. Make sure that the connector harness is secured properly and is not pulling on the connector (neutral harness tension). See **Fig. 5**.



A. Correct: The connector is fully seated.
B. Incorrect: The connector seal is exposed.

Fig. 5, CPDM Connectors

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CPDM Connectors – Interior Inspection

1. Disconnect the connectors and inspect both the male and female ends. Make sure that the following features are intact, with no defects:

- Terminals/pins
- Connector seal

2. Inspect the connectors for moisture intrusion and foreign material.

If moisture or debris is found inside the connector, determine the ingress path and repair or replace as needed.

Make sure that the connector seal is clean and fits properly, replace if needed.

Replace the CPDM if all water ingress paths cannot be remedied.

CPDM Power Plug Inspection

1. Disconnect the power plug and inspect both the male and female ends. Inspect connector to ensure that the following features are intact, with no defects. See [Fig. 6](#)

- Connector with latching barb
- Two-wire seals
- Connector seal

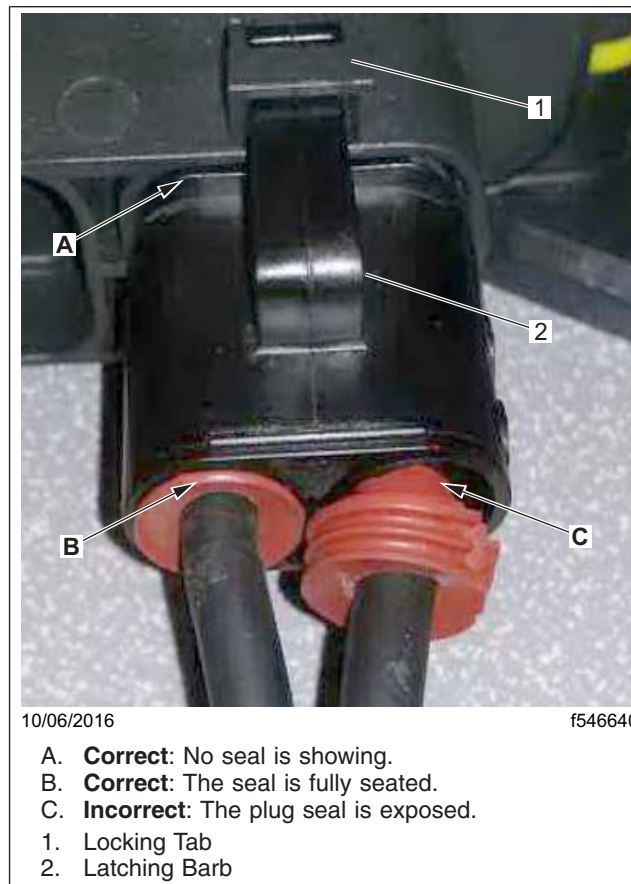


Fig. 6, CPDM Plug

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2. Inspect the connector for moisture intrusion and foreign material.

If moisture or debris is found inside the connector, try to determine the ingress path and repair or replace as needed.

Make sure the connector seal fits properly, replace if needed.

Make sure the plug harness is secured properly and is not pulling on the connector (neutral harness tension).

Base Unit – Interior Inspection

1. Open the PDM cover, and make sure all features are present and intact, with no defects:

- Relays
- Fuses
- Yellow cover seal

See [Fig. 8](#) and [Fig. 9](#), and [Fig. 10](#).



10/06/2016 f546639
Fig. 7, Incorrect: Heat damaged socket, debris accumulation



10/06/2016 f546638
Fig. 8, Incorrect: Heat damaged socket, debris accumulation

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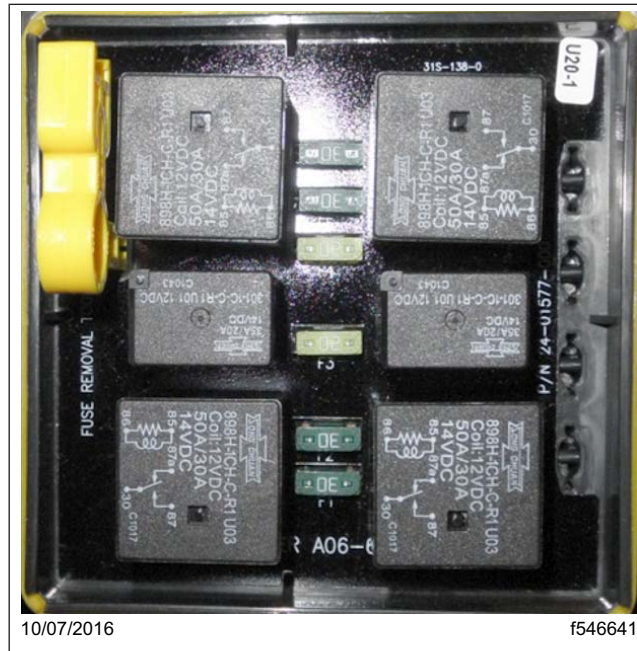


Fig. 10, Correct: No damaged socket or debris accumulation

2. Remove and inspect the yellow case seal for damage.
Inspect the groove where the yellow seal attaches for cracks or breaks in the case.
Inspect the relays and fuses for signs of overheating.
Remove and replace each piece, one at a time.
Replace the CPDM if there is any sign of heat damage or water intrusion.

Final Steps

1. Complete all repairs, then seal and connect the CPDM.
2. Restore power and verify all trailer lighting operates correctly.
3. Remove the chocks from the wheels

NOTE: Do not apply a completion sticker to indicate the work has been completed. Every VIN will require the final repair. **Using a recall completion sticker may prevent a customer from getting the final recall repair.**