Part 573 Safety Recall Report 20V-567

Manufacturer Name : Daimler Trucks North America, LLC
Submission Date : FEB 16, 2022
NHTSA Recall No. : 20V-567
Manufacturer Recall No. : FL-863

Manufacturer Information :

Manufacturer Name : Daimler Trucks North America, LLC
Address : 4747 N. Channel Avenue
Portland OR 97217-3849
Company phone : 800-745-8000

Population :

Number of potentially involved : 128,451
Estimated percentage with defect : 5 %

Vehicle Information :

Vehicle 1 : 2017-2021 Freightliner Cascadia P4
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : Vehicles built with a certain pressure switch within the above referenced build dates.
Production Dates : MAR 08, 2016 - JAN 03, 2020
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect : On certain vehicles, the brake lights may remain on after release of brake pedal.
FMVSS 1 : NR
FMVSS 2 : NR
Description of the Safety Risk : Brake lights remaining on may prevent accurate communication to following vehicles. While the brakes lights are on, with additional service brake application, the intensity in brake lights would not change and would not signal to other motorists the intent of the driver to slow the vehicle, potentially leading to an increased risk of a crash.
Description of the Cause : NR
Identification of Any Warning that can Occur : NR

Involved Components :

Component Name 1 :	NR
Component Description :	NR
Component Part Number :	NR

Supplier Identification :

Component Manufacturer

Name :	Honeywell
Address :	12484 Collection Center Dr Chicago Illinois 60693-0124
Country :	United States

Chronology :

In or about March 2019, DTNA received a single field report of brake lights remaining on after the brake pedal was released. DTNA's analysis, given the information reasonably available, did not indicate an unreasonable risk to safety. In or about June 2019, DTNA received second field report of brake lights remaining on, along with complaints of the cruise control being rendered inoperative due to brake pressure switch malfunction. As a result, in or about July 2019, DTNA commenced an investigation of the matter. DTNA also communicated with NHTSA Office of Defects Investigation (ODI) during this time period regarding its investigation, including making verbal updates and presentations to ODI staff. During this time period, DTNA's analysis, again given the information reasonably available, continued to not indicate an unreasonable risk to safety. In or about January 2020, DTNA's investigation commenced an extensive warranty review. During the pendency of that warranty review, in or about February 2020, DTNA received two additional field reports of brake lights remaining due to brake pressure switch malfunction. Following its analysis, in or about March 2020, DTNA reasonably determined that there was no unreasonable risk to safety within the meaning of the Safety Act and applicable law. In or about May 2020 - July 2020, out of an abundance of caution, DTNA analyzed failed switches for functional and durability testing. DTNA's analysis identified that the pressure switch was mechanically operating as per standard operating requirements, and did not otherwise call into question DTNA's analysis to date. In or about August - early September 2020, conducted a supplemental data review to check for the potential for late in the life failures. DTNA's new data revealed that 24MIS and 36MIS failure rate was high. As a result, on September 14, 2020, out of an abundance of caution, DTNA reasonably decided to conduct a voluntary recall as set forth in this report.

Description of Remedy :

Description of Remedy Program :	The subject 3-pin brake pressure switch on the affected vehicles built with Detroit engines will be replaced with 2-pin brake pressure switch along with a jumper harness. Furthermore, the subject 3-pin brake pressure switch on the affected vehicles built with Cummins engines will be replaced with 2-pin brake pressure switch along with a jumper harness and a software installation. Customer notification will be done by first class mail using Daimler Trucks North America records to determine the customers affected. Copies of the reimbursement plan will be submitted as a supplemental report when available.
How Remedy Component Differs from Recalled Component :	NR
Identify How/When Recall Condition was Corrected in Production :	NR

Recall Schedule :

Description of Recall Schedule :	Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.
Planned Dealer Notification Date :	NOV 16, 2020 - NOV 16, 2020
Planned Owner Notification Date :	NOV 16, 2020 - NOV 16, 2020

* NR - Not Reported