

Part 573 Safety Recall Report

21V-152

Manufacturer Name : Daimler Vans USA, LLC**Submission Date :** MAR 10, 2021**NHTSA Recall No. :** 21V-152**Manufacturer Recall No. :** VS3BREBOL**Manufacturer Information :**

Manufacturer Name : Daimler Vans USA, LLC

Address : One Mercedes-Benz Drive
Sandy Springs GA 30328

Company phone : 854-888-3374

Population :

Number of potentially involved : 56,534

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2019-2020 MERCEDES BENZ SPRINTER

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : VAN

Power Train : NR

Descriptive Information : Based on the analysis of the production information, the affected population was determined to be platform 907 (VS30) Sprinter vehicles produced from May 12, 2018 to September 30, 2020. Other platform 907 Sprinter vehicles were produced with an adapted bolt connecting the brake pedal to the bearing block.

Production Dates : MAY 12, 2018 - SEP 30, 2020

VIN Range 1 : Begin :

NR

End :

NR

 Not sequential

Vehicle 2 : 2019-2020 FREIGHTLINER SPRINTER

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : VAN

Power Train : NR

Descriptive Information : Based on the analysis of the production information, the affected population was determined to be platform 907 (VS30) Sprinter vehicles produced from May 12, 2018 to September 30, 2020. Other platform 907 Sprinter vehicles were produced with an adapted bolt connecting the brake pedal to the bearing block.

Production Dates : MAY 12, 2018 - SEP 30, 2020

VIN Range 1 : Begin :

NR

End :

NR

 Not sequential**Description of Defect :**

Description of the Defect : Mercedes-Benz AG (MBAG) the manufacturer of Mercedes-Benz and Freightliner vans has determined that on certain platform 907 (VS30) Sprinter vehicles the retaining washer on the bolt, connecting the brake pedal to its bearing block, could come loose.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the retaining washer comes loose, over time it could detach from the bolt, and in the worst case and with ongoing use of the brake pedal, the bolt may slip out of the bearing block on one side.
If this occurs, the brake light switch may become permanently activated even when the brake pedal is not pressed. If the braking lights were permanently illuminated it would not be possible for following traffic to determine the intention of the vehicle which could increase the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : As soon as the bolt has slipped out of the bearing block on one side, the brake pedal will feel as if it is moving in a circular formation when being depressed. This can be noticed by a driver.

Involved Components :

Component Name 1 : ASSEMBLY OF BRAKE PEDAL AND BEARING BLOCK

Component Description : ASSEMBLY OF BRAKE PEDAL BEARING BLOCK FOR VEHICLES WITH AUTOMATIC TRANSMISSION

Component Part Number : A9102900100

Component Name 2 : ASSEMBLY OF BRAKE PEDAL AND BEARING BLOCK

Component Description : ASSEMBLY OF BRAKE PEDAL BEARING BLOCK FOR VEHICLES WITH MANUAL TRANSMISSION

Component Part Number : A9102900000

Supplier Identification :

Component Manufacturer

Name : KSR International Inc

Address : 95 Erie St. South

P.O.Box 1060 Ridgetown, Ontario Foreign States N0P2C0

Country : Canada

Chronology :

In September 2020, MBAG initially became aware of a potential issue concerning the brake pedal in platform 907 Sprinter vehicles, when it received a customer complaint from the UK market. A fleet customer described movement of the bolt connecting the brake pedal to the bearing block on one of their vehicles. Upon inspection of the vehicle in the workshop, it was found that the retaining washer on the brake pedal bolt had come off the bolt causing the bolt to slip out of the bearing block on a single side.

MBAG initiated its analysis as to whether the vehicle was an isolated case or whether there may be a broader issue. Therefore, further platform 907 Sprinter vehicles from this same fleet owner were inspected and found that in certain vehicles the bolt was still held by the bracket on both sides, but the retaining washer no longer present or it had moved.

With this finding, MBAG commenced a broader investigation and MBAG retrieved the affected components from the field and sent them to the supplier for further analysis.

In the second half of November 2020, MBAG became aware of further reports from the UK market of similar issues. In January 2021 MBAG also received isolated field complaints from the U.S. market in which the washer had already moved on the bolt. Further field parts were sent to the supplier for analysis.

The investigations, including the endurance testing activities on a test bench and in vehicle testing considering different use scenarios, lasted into March 2021 and on March 3, MBAG decided that a potential safety risk cannot be ruled out and a recall was decided.

Description of Remedy :

Description of Remedy Program : Mercedes-Benz or Freightliner customers affected by this measure will be informed about the recall and the necessary next steps in writing and will receive ahead notice through the interim customer notification.

MBAG is currently working on developing a final technical remedy for the field

How Remedy Component Differs from Recalled Component : MBAG is currently working on developing a final technical remedy for the field.

Identify How/When Recall Condition was Corrected in Production : Already in November 2019, the supplier had optimized the manufacturing tolerances of the bolt within its production line in order to minimize play of the bolt in its holding bracket. The analysis of the issue at hand has shown that the executed tolerance optimization on the bolt positively contributes to the fixation of the retaining washer and prevents the washer from becoming loose.

Recall Schedule :

Description of Recall Schedule : Dealers will be notified of the pending voluntary recall campaign approx. in April 2021. A copy of all communications will be provided when available.

Planned Dealer Notification Date : APR 12, 2021 - APR 12, 2021

Planned Owner Notification Date : APR 19, 2021 - APR 19, 2021

* NR - Not Reported