

## Defect Information Report

(Section 573.6)

**FL917**

**Date of Submission:** December 23, 2021

**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:** 2018 **Model Yr. End:** 2018

**Make:** Freightliner Custom Chassis

**Model:** XBP

**Model Yr. Start:** 2017 **Model Yr. End:** 2020

**Make:** Freightliner Custom Chassis

**Model:** XBR

**Model Yr. Start:** 2017 **Model Yr. End:** 2022

**Make:** Freightliner Custom Chassis

**Model:** XBS

**Model Yr. Start:** 2016 **Model Yr. End:** 2019

**Make:** Freightliner Custom Chassis

**Model:** XCL

**Model Yr. Start:** 2016 **Model Yr. End:** 2023

**Make:** Freightliner Custom Chassis

**Model:** XCM

**Model Yr. Start:** 2017 **Model Yr. End:** 2021

**Make:** Freightliner Custom Chassis

**Model:** XCP

**Model Yr. Start:** 2016 **Model Yr. End:** 2023

**Make:** Freightliner Custom Chassis

**Model:** XCR

**Model Yr. Start:** 2017

**Model Yr. End:** 2023

**Make:** Freightliner Custom Chassis

**Model:** XCS

**Production Dates: Begin:** 11/23/2015 **End:** 12/07/2021

### **Descriptive Information:**

Certain XB and XC FCCC Chassis receiving a certain PDM manufactured within the suspect dates including units from FL856.

**Number potentially involved:** 25,734 **Estimated percentage of involve with defect:** 1.1%

### **Defect / Noncompliance Description**

#### **For this Defect/Noncompliance:**

#### **Describe the defect or noncompliance:**

This recall amends and supersedes existing recall FL-856 (NHTSA Campaign No. 20V-404). On certain FCCC XB and XC chassis, equipped with a certain rear mounted Power Distribution Module (PDM), a PDM unique to these chassis, may experience cracked internal solder joints, which after a period of vehicle use may lead to intermittent open circuits, in which the rear marker, brake lights or left turn signal lights may not function.

#### **Describe the safety risk:**

Brake lights not working correctly may not notify motorists of a braking event, which may lead to an increase crash risk.

#### **Identify any warning which can precede or occur:**

Inoperative exterior lights can be detected during a pre-trip inspection.

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

Eaton Corporation

### **Involved Components**

Power Distribution Module

**Component Description:** Power Distribution Module

**Component Part Number:** A66-05172-000, A66-05172-001, A66-05172-002, A66-05172-004, A66-05172-005, A66-05172-006, A66-05172-007, A66-05172-008, A66-05172-009, A66-05172-010, A66-05172-011, A66-05172-012

## **Chronology of Defect / Noncompliance Determination**

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

This matter involves several related and overlapping recall campaigns. On June 18, 2020, NHTSA notified DTNA of one vehicle owner questionnaire (VOQ) and two field complaints that may be related to a then open recall campaign, FL-788 (NHTSA Campaign No. 18V-852). Given the data and NHTSA's direction, DTNA opened an investigation to reevaluate the scope of that recall, which it did at an expedited pace. Out of an abundance of caution, to further promote safety, and following NHTSA's express instructions to the company, DTNA hastened to issue a recall, and did so on an expedited basis and before understanding the root cause, issuing a second recall campaign FL-856 (NHTSA Campaign No. 20V-404) in July 2020. In determining the population for this recall, DTNA used the supplier's best available information of end-dates, which it had no good faith reason to dispute. Those recall campaigns proceeded in accordance with applicable law, DTNA continued to monitor the matters, and DTNA and NHTSA continued their ongoing communication regarding the matters.

Later, in July 2021, a dealer notified DTNA of a potential failed PDM in a vehicle built after DTNA reasonably believed the unknown production problem had been resolved. DTNA did not reasonably believe a safety-related issue was presented. Later, in September 2021 a second dealer reported an alleged PDM failure in a vehicle that had received the recall remedy in FL-856. Now presented with a alleged second incident, DTNA proactively began to investigate the matter afresh, including to determine if the incidents were from the same problem recurring, a different problem, or a mix, as well as ensuring the adequacy of the FL-856 remedy.

Taking all reasonable, good faith efforts to understand the issue, DTNA recovered and analyzed failed PDMs in Fall 2021 as part of its investigation, albeit with the limited data and parts available. Discussion with NHTSA on this issue continued through this time period. In mid-October DTNA received a failure analysis report of the single part that had been returned from late July 2021. The supplier's summary analysis was inconclusive, and no defect presenting an unreasonable risk to safety was found that, in DTNA's analysis, would have reasonably been expected to cause the complaint.

From late October through November 2021, DTNA continued investigating and received three additional complaints. DTNA was able to secure the PDMs from those units in late November 2021. Preliminary testing of those PDM indicated a PDM potentially with an internal failure. Those three samples were promptly returned to the supplier for the supplier's analysis.

In December 2021, the supplier's tests discovered that two of the three PDMs had cracked solder joints on pins 6 and 7 of the J 6 connector. Subsequent testing of two other parts, also obtained in December 2021, indicated a similar failure mode. On December 20, 2021 DTNA, out of an abundance of caution, decided to conduct a voluntary recall campaign on certain FCCC XB and XC chassis equipped with a certain PDM and to expand to vehicles subject to DTNA recall FL-856 (NHTSA Campaign No. 20V-404).

As of the date of this filing, DTNA understands from the supplier that there may be an underlying issue associated with the PDM, and the supplier provided appropriate population data. That said, DTNA has not established root cause.

## Identify the Remedy

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

DTNA is currently reviewing potential solutions. As noted above, root cause has not yet been identified, and therefore a remedy cannot yet be determined. A remedy is expected in mid to late January 2022. Repairs are expected to be performed by Daimler Trucks North America authorized service facilities. Details of the reimbursement plan will be included in the owner's notification letter.

## 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:** 02/20/2022

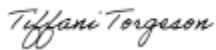
**Planned Dealer Notification End Date:** 02/20/2022

**Planned Owner Notification Begin Date:** 02/20/2022

**Planned Owner Notification End Date:** 02/20/2022

**Manufacture's identification code for this recall (if applicable):** FL917

DTNA Representative;



Tiffani Torgeson

Manager, Compliance and Regulatory Affairs