

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

Incorrect tire temperature and/or pressure values could be reported on the instrument cluster under certain conditions.

Describe the safety risk:

In the event of an actual tire pressure or temperature event, the driver may not recognize an actual low tire pressure or high tire temperature condition, which may result in a crash.

Identify any warning which can precede or occur:

The values displayed are so far from normal and occur instantly, for example jumping several hundred degrees in a matter of seconds (which is not physically possible), that could be an indication that the issue is not a real tire problem but a mere TPMS anomaly.

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

Component Manufacturer: SpartanLync

Component's country of origin: Canada

Business address: # 9, 1240 Burloak Drive, Burlington, ON Canada L7L 6B3

Business telephone number: 905-631-6800

Involved Components

Component Name: MODULE-TPMS,CANBUS,J1939,500K

Component Description: TPMS Control Module

Component Part Number: 66-05404-001 / A66-02189-49D

Chronology of Defect / Noncompliance Determination

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

In July of 2020, DTNA became aware of two NHTSA VOQs for alleged erroneous readings for the Tire Pressure Monitoring System ("TPMS"). In coordination with NHTSA via DTNA's voluntary safety evaluation list review process, DTNA began gathering information on the vehicles and circumstances of the events through its investigation process. DTNA performed a warranty search and found one warranty claim that matched the complaint alleged in the VOQ and received an additional complaint from the field. DTNA expanded its search for any additional field reports and warranty claims in an attempt to identify any other potential complaints.

In the meantime, DTNA engineering began testing and evaluation efforts to duplicate the complainants' circumstances and assess for possible variables between the chassis and second stage assembly processes.

In early fall 2020, while working with the supplier, DTNA was able to duplicate and confirm the alleged complaint. With these findings, DTNA provided an update to NHTSA about its review of the topic and management direction.

In or about October 2020, DTNA management reviewed the topic and subsequently voted not to issue a recall due to it not rising to the level of an unreasonable risk to Motor Vehicle Safety. In or about July 2021 NHTSA and DTNA began to reassess the topic based on an additional VOQ recently received.

In late 2021 into early 2022 DTNA presented to NHTSA investigative details as to the TPMS's system changes made in production to improve the systems signal strength and display of tire information to the driver.

In March of 2022, DTNA issued Field Service Campaign SF644 to remedy the complainant descriptions of the issues with the early generation of the TPMS. DTNA considered that the issue may not meet some customers' expectations and in the vein of customer satisfaction decided to perform a field service campaign to correct customer concerns. Via subsequent feedback and consideration with NHTSA's assistance, DTNA decided out of an abundance of caution to issue the remedy action as a safety recall campaign. At this time and to the best of DTNA's knowledge, the company is not aware of any deaths or injuries directly related to the potential false readings of the Tire Pressure Monitoring System X-Line RV chassis

Identify the Remedy

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

The software for the TPMS control module will be updated by Daimler Truck North America authorized service facilities. Daimler Truck North America shall be offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which will be posted with owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

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: 07/25/2022

Planned Dealer Notification End Date: 07/25/2022

Planned Owner Notification Begin Date: 07/25/2022

Planned Owner Notification End Date: 07/25/2022

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL935

DTNA Representative;



Tiffani Torgeson
Manager, Compliance and Regulatory Affairs