

Chronology Supplement for ODI Safety Recall 23-00855-29576-10

In early 2022, MBAG initiated investigations into individual field reports from outside the US involving loose grounding bolt connections that resulted in warning messages or other complaints from customers. Although only isolated cases were known in the field at that point, MBAG's investigations identified potential for improvements to the series bolting process for the vehicle's wiring harness.

In March 2022, a plant action was launched to implement improvements to that process and to address any potentially affected vehicles.

In April 2022, MBAG initiated a further detailed investigation to identify whether the known field reports were caused by a single failure mechanism. During this investigation, in June 2022, MBAG received further field reports involving cases related to insufficient tightening of the grounding bolt for the engine wiring harness. These reports included vehicles produced after the March 2022 plant action.

Accordingly, from November 2022 to May 2023, MBAG evaluated potential consequences associated with insufficient tightening of the 12V and 48V ground connections. This evaluation included a review of all reported field complaints involving insufficient torque to the grounding bolts.

In March 2023, MBAG implemented several additional measures in the plant's rework process, including weekly bolt torque checks, an additional dedicated operator for the ground connection rework, a PDA Check at the Quality Gate, and monthly sample checks. In parallel, MBAG continued its investigation into the potential consequences associated with insufficient tightening of the grounding connections, as well as identification of potentially affected vehicles.

MBAG has not received any reports of crashes, injuries, deaths, or property damage associated with this issue. However, on June 23, 2023, MBAG determined that a potential safety risk cannot be ruled out and decided to conduct a recall.

MBAG is currently aware of 3 warranty claims/field reports received on June 7, 2022, June 22, 2022, and July 13 2022.

Chronology Amendment 1:

After start of the recall campaign, MBAG received a field report from outside the US describing similar issues, however from a vehicle outside the scope of the recall campaign. Upon detailed analysis, it was determined that this particular vehicle was not included in the original scope of the recall campaign, as it had not undergone a rework in the assembly plant due to incorrect torque in the series process. Rather, the ground connection stud on this particular vehicle was broken off during the torquing operation in the vehicle production process. The rework repair included the replacement of the ground connection stud, and the tightening of the ground connection. Accordingly, it was concluded that incorrect torquing might have occurred during this rework repair. On June 8th, 2024, on this basis, MBAG concluded, that 6 additional vehicles might be affected by this issue.