Daimler Truck North America LLC
Updated Chronology – March 13, 2024
Recall 23V846 (FL987) School Bus

On or about November 22, 2023, DTNA was notified through plant quality reporting processes of a report from the field submitted the prior week of a vehicle with a no start condition. An Electric Vehicle technician inspected the vehicle and found a loose fastener in the high voltage junction box. DTNA immediately began investigating this finding to understand whether the issue was an isolated one or a potentially broader issue. As a result, DTNA placed all units on hold at the plants and began a thorough inspection of the fastener hardware in the high voltage junction box joints. DTNA also initiated a review of torque values on the fasteners for vehicles at its facility. At the same time, DTNA reviewed its records and identified a field report submitted in June 2023 involving a loss of motive power which now appeared to be potentially related to the same issue. On or around December 07, 2023, DTNA received the final report on torque values for units onsite at the plants which indicated the presence of additional vehicles with under torqued fasteners in the high voltage junction box. On December 07, 2023, DTNA decided to initiate a safety recall for this issue. DTNA is aware of two field reports involving the same failure mode as the condition described above. Although the risk of arcing exists, DTNA is not aware of any occurrence of thermal propagation related to this issue.

On or around December 19, 2023 DTNA learned that a design change to the high voltage junction box had previously been implemented, so that vehicles that were believed to have been sufficiently reworked at the DTNA facility prior to release may have been inadequately reworked as well as a small number of non-school buses built on a separate assembly line may have been insufficiently torqued. DTNA immediately captured units still within the manufacturing plants to correct the torque values. On December 21, 2023, DTNA amended the population to include these additional school buses and submitted a separate Defect Information Report identifying the non-school buses potentially affected by this issue.

On January 17, 2023, DTNA amended its Defect Information Report to provide a description of the final remedy for this recall.

On January 26, 2024 DTNA determined that a population of 77 vehicles built without the High Voltage Junction Box at issue in recall FL987 were retrofitted after the vehicles were built with that component. Consequently, DTNA hereby amends the DIR to add those 77 vehicles.

On March 8, 2024 DTNA determined that an additional 16 vehicles originally built without the High Voltage Junction Box at issue in this recall but were later retrofitted to include the component. These vehicles were not included in the prior expansion of the recall population due to a clerical error that has since been addressed. Consequently, DTNA hereby amends the DIR to add those 16 vehicles to the recall population.

On March 13, 2024, DTNA amended the planned dealer and owner notification dates in its Defect Information Report to reflect the dates of notification for the additional vehicles recently added to the recall population.