

In the beginning of June 2022, MBAG launched initial investigations based on individual field reports from outside the US alleging inconsistent power delivery. MBAG hypothesized that, the function of the fuel pump might have been impaired without having any initial indications in regards to common influencing factors on the field cases in this relation. In July 2022, MBAG began retrieving fuel pumps from affected vehicles in the field and analyzing them in coordination with the supplier. Over the next several months, MBAG conducted analyses of the material together with the supplier, as well as the production processes at the supplier and its sub-suppliers. Through the end of the year, MBAG conducted numerous and varied tests in coordination with its tier one supplier, including fuel swelling behavior, structural damage and notched impact resistance tests. In December 2022, these intensive analyses and tests identified an irregularity in individual raw material batches used for the suspect fuel pump impellers, sourced from a sub-supplier. Based on that determination, in January 2023, MBAG's supplier of the suspect fuel pump started investigations to identify the potentially affected vehicle population by tracking the material flow within the multi-supplier chain from the raw material sub-supplier up to the fuel pump manufacturer. At the same time, the fuel pump supplier implemented several changes in its production process, including a replacement of the raw material supplier, changing the injection molding process at the injection molding supplier and implementing more quality controls within the supplier chain. Through May 2023, MBAG and its fuel pump supplier conducted further testing and analyses to identify potential influencing factors and determine potential consequences of material and process anomalies at different steps of the production process. In May 2023, MBAG's fuel pump supplier determined the scope of potentially affected fuel pumps, which was then used to identify the potentially affected vehicle population.

On June 16, 2023, MBAG determined that a potential safety risk cannot be ruled out and decided to conduct a recall.

MBAG is currently aware of 2,031 warranty claims/field reports/service reports received from 30.08.2021 to 23.05.2023 in the USA. MBAG is not aware of any claims of injury, crashes or death worldwide due to this malfunction.

In July 2023, during the course of its worldwide product monitoring, MBAG identified additional field reports alleging inconsistent power delivery. MBAG's initial review of these field reports determined that some of the vehicles involved in these reports were outside the recall population determined earlier in May 2023.

Based on a detailed analysis of field data, MBAG hypothesized that the occurrences described in these new field reports might be related to a supplier error similar to that identified in recall NHTSA #23V444. During October and November 2023, MBAG and its supplier conducted additional investigations to identify a potential root cause for the reported incidents, including retrieving damaged parts from vehicles for examination and analysis.

Based on these analyses, MBAG determined that additional batches of raw material used by its fuel pump supplier may also have deviated from specifications, and thus resulted in similar

consequences as described before. As a result, the number of potentially affected vehicles is larger than the population initially identified by MBAG's fuel pump supplier. On December 8, 2023, MBAG determined that a potential safety risk for the identified additional vehicles cannot be ruled out. Therefore, the company decided to expand the vehicle population for this recall to include additional vehicles whose fuel pump impellers were manufactured using batches of raw materials that were identified as containing this defect.

MBAG is aware of 1,901 related warranty claims or field reports received between May 14, 2022 to November 15, 2023. These claims and reports are in addition to the 2,031 claims and reports that MBAG received between August 30, 2021 and May 5, 2023 (identified in the Report submitted by MBAG on June 27, 2023). MBAG is not aware of any claims or reports of injury, fatality, or property damage worldwide related to this defect.