Part 573 Safety Recall Report 24V-335

Manufacturer Name : Daimler Trucks North America, LLC
Submission Date : MAY 13, 2024
NHTSA Recall No. : 24V-335
Manufacturer Recall No. : F1000

Manufacturer Information :

Manufacturer Name : Daimler Trucks North America, LLC
Address : 4747 N. Channel Avenue
Portland OR 97217-3849
Company phone : 800-745-8000

Population :

Number of potentially involved : 220
Estimated percentage with defect : 5 %

Vehicle Information :

Vehicle 1 : 2024-2025 Freightliner BUISNESS CLASS M2
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : The recall population includes certain model year 2024 through 2025 Freightliner Business Class M2 vehicles. According to the supplier, the Intellipark Park Valve Module (PVM) within a certain manufacturing lot may develop an excessive leak that leads to improper park brake operation. The vehicle recall population includes all vehicles with a PVM manufactured with a rubber ball seal from a specific sub-supplier, as identified by the supplier of the PVM. Products not included in the recall population do not contain the rubber ball seal from the specific supplier and do not contain the defect.
Production Dates : NOV 16, 2023 - APR 29, 2024
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect : A defect, which relates to motor vehicle safety, exist in certain model year 2024 through 2025 Business Class M2 vehicles. According to the supplier, the Intellipark Park Valve Module (PVM) may develop an excessive leak that leads to improper park brake operation.
FMVSS 1 : NR
FMVSS 2 : NR
Description of the Safety Risk : According to the supplier of the PVM, “on the affected vehicles, A park valve module with fractured rubber ball seal may result in an inability to park when commanded. The vehicle must be parked by depleting the air supply by fanning down the system using the service brake pedal. If a driver does not detect that the park valve module is malfunctioning, the vehicle may unintentionally move which increases the likelihood of a crash. A fractured

Description of the Cause :	rubber ball seat may also leak in a way such that the parking brake system engages without a command. If the vehicle is in motion, an un-commanded parking brake engagement may increase the likelihood of a crash." According to the supplier of the PVM, "an improperly molded rubber ball seal may contain a crack that may tear during assembly, and propagate to a facture after repeated actuation and environmental exposure."
Identification of Any Warning that can Occur :	According to the supplier of the PVM, "parking brake status is provided to the driver by LED lights on the parking brake control switch and indicated by dashboard telltale light or other audible and visual dash display messages. Audible exhaust sounds that are typically heard as an air braked vehicle is parked may not be heard. The excessive leak may be heard during pre-trip inspection before the vehicle is put in use."

Involved Components :

Component Name 1 :	Intellipark PVM
Component Description :	Non-towing
Component Part Number :	BW K273523

Component Name 2 :	Intellipark PVM
Component Description :	Towing
Component Part Number :	BW K273520

Supplier Identification :

Component Manufacturer

Name :	Bendix Commercial Vehicle Systems LLC
Address :	35500 Chester Road Avon Ohio 44011
Country :	United States

Chronology :

On May 1, 2024, Bendix (the PVM supplier) notified DTNA that it had determined a safety-related defect existed in certain PVMs using a rubber ball seal sourced from a specific sub-supplier and on May 8, 2024, DTNA decided to conduct a recall based on the supplier's safety defect determination. Prior to this notification from

the supplier, in late December 2023, FCCC became aware of a possible quality issue with the Bendix PVM and in January 2024, DTNA started an investigation for any field impacts to safety and requested information from Bendix directly in order to support its review. As DTNA had not received information from Bendix, it proceeded to review the issue internally and did not identify any risk to motor vehicle safety. In late April 2024, Bendix advised FCCC to quarantine parts and Bendix advised DTNA of its decision to conduct a recall shortly thereafter. DTNA has not received reports of any field occurrences of PVM failures related to this issue.

Description of Remedy :

Description of Remedy Program :	Repairs will be performed free of charge by Daimler Truck North America authorized service facilities. Any reimbursement for pre-notification remedies will be subject to the supplier's reimbursement plan. According to the supplier, "the defect remedy program includes removing and replacing the Intellipark PVM and replacing it with a PVM without the defect. The PVM is replaced as a whole unit and is not opened or serviced in the field. Bendix will provide the remedy PVM to the vehicle manufacturer. The vehicle manufacturers will contact the vehicle owners. The vehicle manufacturers will submit completion reports. The remedy will be provided at no cost to the vehicle owner or vehicle manufacturer. Bendix will reimburse our customers for repairs under the general reimbursement plan or a recall specific plan if necessary."
How Remedy Component Differs from Recalled Component :	According to the supplier, "the defective ball seal may contain cracks or molding defects from supplier B. The remedy ball seals do not contain cracks and are from supplier A. Each Park Valve Module has a serialized date code which can be used to identify PVMs with potentially defective ball seals."
Identify How/When Recall Condition was Corrected in Production :	According to the suppler, "remedy ball seals were obtained from supplier A which exhibit no cracks and were later tested for durability in repeated cycling and environmental exposure without failures. The supplier A ball seals were re-introduced to assemblies produced on 3/14/2024. No Intellipark PVM were built after 3/14/2024 with ball seals from supplier B that contain the potential defect."

Recall Schedule :

Description of Recall Schedule :	Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.
Planned Dealer Notification Date :	JUN 02, 2024 - JUN 02, 2024
Planned Owner Notification Date :	JUL 12, 2024 - JUL 12, 2024

* NR - Not Reported