In November 2022, during an internal quality control, MBAG found a Sprinter (907 platform) whose main wiring harness was improperly routed. MBAG's investigation concluded that the description in the production training document was insufficient to ensure proper installation of the wiring harness. Based on that finding, MBAG initiated a plant rework measure to check the routing of the main wiring harness in potentially affected vehicles. In parallel, MBAG implemented adjustments in the production process to ensure a correct installation of the main wiring harness.

In the first half of 2023, MBAG conducted analyses to identify and evaluate potential consequences of wiring harness misrouting. In parallel, MBAG monitored field reports for any potentially related incidents. At that time and continuing to the present, MBAG is aware of no field reports of such a misrouted main wiring harness. MBAG's review of all available information concluded that the complexity of the issue required further analyses to evaluate potential consequences. MBAG conducted that complex and detailed review and analysis over the next several months.

In August 2023, during the continuing investigation and analysis, MBAG determined that the rework instruction used in the plant rework action might have been insufficient to ensure correct installation of the wiring harness. Based on this finding, MBAG commenced a revised analysis to identify the potentially affected vehicle population.

Starting in October 2023, MBAG conducted further extensive analyses to determine possible consequences of incorrectly installed main wiring harnesses. Those analyses included the identification of the potentially affected wires inside the main wiring harness as well as an investigation regarding the potential effect on each of those wires. In early 2024, those analyses were finalized.

On February 23, 2024, MBAG determined that a potential safety risk could not be ruled out and decided to conduct a recall.