

Chronology for 24V410

2/14/2024: Received the first report of baserail separation from the wall. Unit was reassembled, tested and sister units inspected in the field w/no early indications of failure.

2/27/2024: Opened root cause investigation.

3/29/2024: Received the second report of baserail separation from the wall. Unit was returned to the factory for further evaluation.

4/4/2024: Received the third report of baserail separation from the wall. This unit was also returned to the factory for further evaluation.

4/10 thru 4/11/2024: Team evaluation of process controls was performed at the manufacturing facility.

4/19/2024: Bead blast preparation of the baserail prior to bonding was halted. Transitioned back to previous baserail preparation procedures.

5/8/2024: Received the fourth report of baserail separation from the wall.

5/16/2024: Visited the owner of the fourth report to inspect and evaluate sister vehicles.

5/23/2024: The Product Safety Team met and voted to escalate the baserail separating data to the Product Safety Committee.

5/29/2024: The Product Safety Committee met concerning the baserail bonding failures and voted to move forward with a voluntary recall.

10/11/2024 – Discovered 13 units that were in transit and not accounted for at the time this recall was established. This would add 13 units to the recall population and change the vin range that was reported.

12/26/2024 –One customer already affected by 24V-410, reported a baserail separation on a unit that was found to be outside of the original recall population.

12/27/2024 – Quality Department to revisit the front “bookmark” of the recall population which was initially set for 1/1/2023.

1/28/2025 – The Quality Department discovered that the bead blaster was moved in place on 11/16/2022 and had been signed off on 11/18/2022. Quality suggests moving the beginning date to 11/14/2022. This date would also cover any trial parts that may have been run during that week.

1/28/2025 – The Product Safety Team voted to (1) include the newly-identified 13 units that are within the scope of the original recall population, and (2) change the beginning date for 24V-410 to reflect the proper start-of-use date of the bead blaster, adding an additional 36 units.

No additional customers are affected by these two changes. The affected customers will be notified of the population change, i.e., additional vehicles now within scope of 24V-410.

Notes to NHTSA:

Added to the chronology, changed the ending vin range but no change in the clean point for the recall, changed the beginning production date, changed the population quantity, changed the

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model year start date, modified date in descriptive information field. No additional customers affected by these actions.