

In July 2023, MBAG identified a potential deviation during the bolting process of a U-bolt on a vehicle during production. MBAG immediately began analyses of the affected vehicle and the production equipment. This investigation did not determine a root cause for the observed deviation. Therefore, MBAG, in collaboration with its supplier, conducted further investigations to identify the cause of the production deviation. In August 2023, MBAG returned suspect U-bolts to its supplier for further testing. In September 2023, the supplier determined that the U-bolts may not have undergone a hardening treatment during production of the U-bolts and, as a result, caused the component deviation identified in the bolt tightening process during vehicle assembly. From September until December 2023, MBAG, along with its supplier, conducted analyses to identify potentially affected batches of the component part. Through these investigations, MBAG determined that all the potentially affected bolts came from one individual production batch. Based on this determination, MBAG reviewed purchase and shipping records to identify the location of potentially affected U-bolts and conducted plant actions at several assembly plants to remove the affected components from the production process. Additionally, during this period, MBAG carried out testing to analyze and compare bolt curves of hardened and non-hardened U-bolts. MBAG also compared the results of its testing to the production data of already built vehicles, including the recorded bolt curves of the U-bolts. In the beginning of 2024, MBAG conducted further analysis to identify potential affected vehicles that remained under MBAG's control. MBAG compiled the results of its testing of hardened and non-hardened U-bolts and, from spring 2024 through June, MBAG conducted further analyses to determine if there were any potential consequences of this issue. Based on these analyses, MBAG determined that U-bolts that had not been hardened in accordance with specification could result in the rear axle tilting when subject to sufficient force or in certain driving situations. On June 28, 2024, MBAG determined that a potential safety risk cannot be ruled out and decided to conduct a recall. MBAG is not aware of any reports of crashes, property damage, fatalities, or injury related to this defect worldwide.