

DAIMLER TRUCK

North America

DTNA Recall F1017

573 Chronology(January 30, 2025):

On or about March 13, 2024, DTNA was notified of two instances where it was reported the driver observed messages intermittently displaying on the instrument cluster relating to the availability of certain driver assist functions. While inspecting and troubleshooting those two vehicles, it was observed that the corner of the Electric Vehicle Power Distribution Module (EVDM) connector plate was pulling away from the module. On March 18, 2024, DTNA initiated an investigation and contacted the EVDM supplier about these observations. The supplier advised in late March 2024 that it had increased the curing time of the sealant used on the EVDM connector plate while working on an additional supplementary longer term corrective action.

In order to enhance production quality while the supplier was developing its long term corrective action, beginning in early June 2024, DTNA expanded its investigation of the issue to examine any associated warranty claims or other reports and the potential effects of the EVDM separating from the connector plate. DTNA's search for potentially associated events was focused on those describing the presence of gap or peeling of the EVDM and the electrical connectors and vehicle fire or loss of motive power. Based on the data and analysis conducted to that point, in July 2024, DTNA had identified a total of three warranty claims that appeared related to the EVDM separating from the housing. Two of those claims described the display of warning messages related to the non-availability of driver assist functions and with one claim reporting that the vehicle would not start. While the third warranty claim described that the vehicle had experienced a loss of motive power, the warranty claim noted the condition could not be duplicated and DTNA understood at the time that there would have been ample advanced notification of a fault to the driver before any reduction or loss in motive power occurred. DTNA also understood at that time (which has since been confirmed in testing) that even if a loss of motive power were to occur the vehicle could continue to be controlled because power steering, braking and lighting were unaffected by the status of the EVDM. DTNA was also advised by its supplier that in mid to late 2024, an updated design to the EVDM was implemented which included the enhancement of securement tabs for increased retention of the EVDM.

On September 26, 2024, DTNA met with NHTSA staff to explain its investigation of the connector plate separation issue as well as the failure effects as DTNA then understood them. On November 5, 2024, following DTNA's presentation of the issue to the agency, NHTSA opened investigation PE24-032. The agency's opening resume for PE24-032 stated that it was opening the investigation following its review of Early Warning Reporting (EWR) submissions by DTNA which "identified vehicles describing Controller Area Network (CAN) and power faults caused by EVDM connector plate separation."

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Following NHTSA's opening of PE24-032, beginning on or around November 25, 2024, DTNA again reviewed warranty claims to identify any additional potentially related instances of this issue since it was last considered and to look more broadly for any claims involving the EVDM that could fall within the scope of NHTSA's more expansive investigation. Following this review, DTNA identified several additional claims and field reports which described damage to or separation of the EVDM, including at least one report of a vehicle experiencing a loss of motive power. However, DTNA's review at that time continued to indicate that the shutdown incidents occurred with multiple fault codes, some of which should have generated dashboard warnings for the driver. As a result, DTNA continued to reasonably believe, as it had at all times prior, that the issue did not present an unreasonable risk to motor vehicle safety because: (1) it presents itself with various warnings and is detectible to the driver; and (2) even in the event of a shutdown, the vehicle maintains controllability, including steering and braking, and lights.

In January 2025, out of an abundance of caution, DTNA undertook extensive additional controlled testing of the EVDM. The final test results, released on January 29, 2025, demonstrated that in certain circumstances where the EVDM separates from the housing, it can cause a vehicle to lose motive power without prior warning to the driver, but also confirmed that the vehicle maintains power steering, braking and lighting. Thus, on January 29, 2025, out of an abundance of caution, DTNA decided to conduct a voluntary safety recall on certain Freightliner eCascadia & eM2 vehicles that are equipped with the EVDM at issue. The summary of potentially related warranty claims, field or service reports, and other information is as follows: 9 warranty claims and 6 Field reports. No deaths or injuries reported.