



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

## 26V099

**Manufacturer Name:** Daimler Vans USA, LLC

**Submission Date:** Feb 20, 2026

**NHTSA Recall No.:** 26V099

**Manufacturer Recall No.:** V3EAVASOU

### Manufacturer Information

### Population

**Manufacturer Name:** Daimler Vans USA, LLC  
**Address:** One Mercedes-Benz Drive  
Sandy Springs GA, 30328

**Total number of potentially involved:** 117  
**Estimated percentage with defect:** 100%

### Vehicle Information

**Vehicle 1:** 2025-2025 MERCEDES-BENZ ESPRINTER

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:** Electric Battery Power

**Production Dates:** Dec 18, 2024 - May 27, 2025

**Number of potentially involved:** 117

**Descriptive Information:**

The recall population was determined through production records.

### Defect / Noncompliance Description

**Description of the defect or noncompliance:**

Mercedes-Benz AG ("MBAG"), the manufacturer of Mercedes-Benz vehicles, has determined that on certain eSprinter (907 platform) vehicles, the minimum volume of the reversing sound for the pedestrian alert sound might not meet specifications.

**FMVSS1:** 141 - Minimum Sound Requirements for Hybrid and Electric Vehicles

**FMVSS2:**

**Description of the safety risk, including crash, fire, death, injury:**

In this case, the reversing sound would be emitted at all times while driving in reverse. However, the required minimum volume level might not be reached.

FMVSS 141. S5.2 requires that the minimum volume level of the band sum while driving in reverse be 48 dB(A).

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While the reversing sound might be emitted at all times while driving in reverse, the minimum volume level of the band sum might not be fully reached. As a result, the specific requirements of S5.2 might not be met.

A vehicle that emits a reversing sound below the regulatorily required minimum volume while driving in reverse might fail to alert pedestrians of a vehicle in the manner anticipated by the standard, which may increase the risk of injury to nearby pedestrians.

### Description of the cause:

Due to a deviation in the development process, certain vehicles might not meet the specifications regarding minimum volume level of the pedestrian alert sound.

### Identification of any warning that can occur:

The driver will not receive a warning due to the nature of the failure mechanism.

## Component Manufacturer

**Tier of Supplier:**

**Supplier Type:**

**Name:**

**Address:**

**Country:**

## Involved Components

**Component Name 1:** Sound generator for electric drive

**Component Description:** Sound generator for electric drive

**Component Part Number:** A2439034401

## Chronology

In April 2025, during a routine model year quality test, MBAG identified a deviation with the sound emitted by the pedestrian alert sound. Subsequently, MBAG began to analyze the nature and root cause of the issue.

These analyses were conducted during summer 2025, including reference measurements with comparable vehicles equipped with different U.S./Canada software versions. These measurements revealed that, although the pedestrian alert sound is emitted at all times while driving in reverse, in certain vehicles, the minimum volume level might not be met. Subsequently, various country-specific software versions were analyzed and compared. It was found that certain vehicles might have been equipped with a software version in which the country-specific adaptation for USA/Canada had not yet been implemented.

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Through November 2025 to January 2026, the potential safety implications of this deviation were further analyzed, including whether the potentially affected vehicles would be perceived as clearly audible by pedestrians and cyclists while being driven in reverse. In parallel, the potentially affected vehicle population was identified based on affected software versions.

On February 13, 2026, MBAG determined that a potential noncompliance cannot be ruled out. A decision was made to conduct a recall to update the software on the potentially affected vehicles.

MBAG can confirm there are no warranty claims, field or service reports, and other information related to this defect in the USA.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Software

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

A change in the development process ensures that this issue can no longer occur from May 28, 2025, onwards.

**How remedy component differs from recalled component:**

**Identify how/when recall condition was corrected in production:**

A change in the development process ensures that this issue can no longer occur from May 28, 2025, onwards.

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

**Description of recall schedule:**

Dealers will be notified of the pending voluntary recall campaign on Feb 27, 2026. A copy of all communications will be provided when available.

Owners will be notified of the voluntary recall campaign before Apr 17, 2026.

**Part 573 Safety Recall Report****26V099****Planned Dealer Notification Date:** Feb 27, 2026 - Feb 27, 2026 No Dealers**Planned Interim Owner Notification Date:** Apr 17, 2026 - Apr 17, 2026 No Owners**Planned Remedy Owner Notification Date:** Apr 24, 2026 - Apr 24, 2026 Phased Recall**Date when VIN will be searchable:** Feb 20, 2026