



July 2nd, 2021

To: Freightliner Trucks Dealer Principals
Freightliner Trucks General Managers
Freightliner Trucks Sales Managers
Freightliner SpecPro 21 Users
Western Star Trucks Dealer Principals
Western Star Trucks General Managers
Western Star Trucks Sales Managers
Western Star SpecPro 21 Users

Subject: **Continued Supply Shortages Impacting Battery Disconnect Components**

As a follow up to previous supply chain constraint announcements and communications, Daimler Trucks North America continues to experience semiconductor and microprocessor related shortages. The most recent impact is a component shortage that will prevent us from building Freightliner Cascadia and Western Star 49X models with the following Positive Load Disconnect options:

- 293-058 POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT
- 293-060 POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH WITH LOCKING PROVISION MOUNTED OUTBOARD DRIVER SEAT
- 293-061 POSITIVE LOAD DISCONNECT WITH CONTROL SWITCH WITH LOCKING PROVISION MOUNTED OUTSIDE OF CAB

The black-out period for the options will begin with chassis starts scheduled on or after August 2, 2021 and last through the end of 2021.

Truck change orders will be issued to add 293-998 (NO BATTERY SHUTOFF SWITCH) to impacted orders.

The Positive Load Disconnect, also known as the Cab Load Disconnect Switch (CLDS) or the master [battery] disconnect switch, is a family of options with identical function that give an additional layer of control over the vehicle power systems beyond the key switch and low voltage disconnect system. When the Positive Load Disconnect switch is in the ON position, all vehicle systems operate as if the switch were not there; in the OFF position, all electrical components that can be shut off have their power supply removed. Many ECUs, such as the engine, emissions, and primary truck controllers, require power that is never removed for functions that are performed automatically while the vehicle is parked, making a switch that removes all power (including these critical ECUs) incompatible with a modern, emissions compliant design. With this in mind, retrofitting impacted vehicles to a "true battery disconnect" is inadvisable, the standard key switch and low voltage disconnect systems will continue to work together to maintain vehicle startability.

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