

On June 23, 2021, MBAG was informed by its component supplier about a possible error during assembly of a bolt connection between torsion bar and torsion bar linkage in certain VS30 (Platform 907) Sprinter vehicles.

MBAG immediately implemented remedial measures at its production plants on the same day. MBAG quarantined potentially affected vehicles at the production plant, blocking them from release until completion of any rework that might be necessary.

At the same time, MBAG launched an investigation to evaluate the potential effects associated with an incorrectly installed torsion bar and to identify potentially affected vehicles.

From July to October 2021, MBAG engineering personnel conducted tests to evaluate whether the incorrect installation of the shim between the nut and the torsion bar could lead to a failure at the connection between the torsion bar linkage and the torsion bar. In October 2021, the engineering team determined that a failure may occur, but not before approximately 25% of the required useful life of the vehicle.

Based on these findings, beginning in early 2022, MBAG commenced an investigation into whether a failure at the connection of the torsion bar linkage and torsion bar could affect the lateral stability or maneuverability of the vehicle. MBAG conducted driving tests in January and February 2022 that included high speed cornering and evasive maneuvers to evaluate the possible effects of the connection issue. These tests determined that a failure at the linkage could cause the vehicle to tilt slightly more outward during maneuvering.

The test vehicles remained controllable by the driver at all times. Further, vehicle braking and steering remained fully functional even without the connection between the torsion bar linkage and the torsion bar.

However, on March 02, 2022, MBAG determined that a potential safety risk due to the increased vehicle tilt during maneuvering could not be ruled out. Accordingly, MBAG will conduct a recall for the affected vehicles.